

SPORTING REGULATIONS – SUPERCAR

SEASON 1 2022-2023

02/05/2022

Nitro Rallycross (NRX) will organize the NRX Championship (the Championship) which comprises four titles: NRX North America Supercar Champion, NRX European Supercar Champion, NRX World Final Supercar Champion and NRX Supercar Team Champion. It consists of the NRX races that are included in the NRX Supercar championship calendar as specified. All of the participating parties undertake to apply as well as observe the rules and their spirit governing the championship.

1. REGULATIONS

- 1.1. The final text of these Sporting Regulations shall be the official version as published. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations. Changes to these Sporting Regulations can be made by NRX and the competitors will be notified via competition bulletin or event specific Supplementary Regulations.
- 1.2. These Sporting Regulations come into force from their publication, and replace all previous Sporting Regulations.

2. GENERAL UNDERTAKING

- 2.1. All competitors and officials participating in the NRX Championship undertake, on behalf of themselves, their employees, agents and suppliers, to observe all the provisions as supplemented or amended of the Technical Regulations, the Sporting Regulations, and the Commercial Regulations, together referred to as "the Regulations."
- 2.2. The Championship and each of its Events are governed by the United States Auto Club (USAC) in accordance with the present Regulations. Event means any event awarding points towards the Championship and registered on the NRX official Calendar for any championship year, commencing at the scheduled time for scrutineering and competition checks, and including all practice sessions and the race(s) itself/themselves, and ending at either the time for the lodging of a protest under the terms of the Regulations or the time when a technical or competition certification has been carried out under the terms of the Regulations, whichever is later.
- 2.3. All persons associated in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane, or track must wear an appropriate pass at all times.

3. CHAMPIONSHIPS AND CHAMPIONSHIP COMPETITIONS

- 3.1. The Championships are run over a minimum of (4) and a maximum of (8) Competitions.

- 3.2. Nitro RX North America Championship will consist of (3) rounds with all scores awarded counting towards their position and entry to the World finals.
- 3.3. Nitro RX European Championship will consist of (3) rounds with all scores awarded counting towards their position and entry to the World finals.
- 3.4. Nitro RX World Final will consist of the top (5) points scoring Drivers from the Nitro RX North America Championship and the top 5 points scoring Drivers from the Nitro RX European Championship. NRX reserves the right for Wild Card spots for the World Final to maximise grid count. (Wild Card spots will be selected from the pool of Drivers that have participated in either North American or European NRX Supercar events during the season.)
- 3.5. Each Competition will be organized in accordance with the agreements entered into between the Competition organizer and NRX.
- 3.6. NRX shall supply the information set out in standard Supplementary Regulations (as detailed in Appendix 1) no later than (2) weeks before the Competition. The document will contain the timetable with the times for administrative checking and scrutineering, the Drivers' and Competitors' briefing, and an overall schedule as well as additional information the series deems necessary.
- 3.7. NRX will determine whether the Competition can include a qualifying round of another championship or whether the Competition can include an additional support Competition and the maximum number of starters in any such case

4. CLASSIFICATIONS

- 4.1. The allocation of Championship points is described in Article 14 of the present Regulations.
- 4.2. All North American Supercar Championship points awarded will count towards the final classification making a North American Supercar Champion, All European Supercar Championship points awarded will count towards the final classification making a European Supercar Champion. The Nitro World Final will consist of one (1) Event with all previously awarded points being removed. The points awarded in this one (1) event will be used to determine the Nitro RX World Supercar Champion.
- 4.3. At the end of the Championship Season, the Driver in Nitro North America awarded the highest total of points will be declared "NRX North American Champion". The Driver in the European Championship awarded the highest total of points will be declared "NRX European Champion". The Driver in the Nitro World Final awarded the highest total of points will be declared "NRX World Final Champion".
- 4.4. At the end of the Championship Season, the Team awarded the highest total number of points scored by its two Nominated

Drivers in either the NRX North American Supercar Championship plus the NRX World Final or the NRX European Supercar Championship plus the NRX World Final will be declared the NRX Team Champion. Nomination of Drivers must be made before the start of the Drivers briefing.

5. OFFICIALS

- 5.1. USAC will provide the following competition officials for the event:
 - a) Clerk of the Course
 - b) Race Director's Secretary
 - c) Chairman of the Stewards
 - d) Two Stewards
 - e) Competitor Liaison/Spotter Official
 - f) Technical Delegate
- 5.2. Subject to the approval of NRX, event organizers will provide:
 - a) Sport Director
 - b) Race Director
 - c) Chief Medical Officer
 - d) Safety Dispatcher
- 5.3. The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have over riding authority in the following matters and the Clerk of the Course may give orders in respect of them only with the Race Director's express agreement:
 - a) The control of practice and the race, adherence to the timetable and, if the Race Director deems it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with the Sporting Regulations.
 - b) The starting procedure.
 - c) The suspending and resuming of the race.
 - d) The official declaration of "wet" conditions in case of significant rain.
- 5.4. The Race Director and/or the Clerk of the Course are responsible to apply the NRX Sporting Regulations.
- 5.5. The Race Director, together with the Clerk of the Course, may give instructions to Competitors by means of Competition Bulletins. These circulars will be distributed to all Competitors electronically or posted on a notice board, which may be digital or physical. Competitors are responsible for the monitoring of any officially designated digital notice system for the competition.
- 5.6. All classifications and the results of practice and races, as well as all decisions issued by officials, will be distributed to all Competitors electronically or posted on a notice board, which may be digital or physical.
- 5.7. The Race Director, the Clerk of the Course and the Technical Delegate must be present at the circuit at the latest from the beginning of the Event, and the Stewards before the end of initial scrutineering. The Stewards must not leave before the

end of final scrutineering and the appeal procedure in accordance with the Regulations.

- 5.8. The Race Director must be in permanent radio contact with the Clerk of the Course, the Technical Delegate and the Chairman of Stewards at all times when cars are permitted to run on the track. Additionally, the Clerk of the Course must be at race control and in radio contact with marshal posts.
- 5.9. Within the given time limits, any incident can be reported to the Stewards by the Race Director. This means that the incident is under investigation. It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, if a Driver or Drivers involved in an incident shall be penalized.

Any designated Competition Official must at a minimum be 18 years of age or older and, at the sole discretion of NRX, have the necessary abilities and qualifications to perform the duties of a Competition Official.

6. AMENDMENTS - INTERPRETATION

Any further information will be announced to the Competitors by dated and numbered Bulletins which will be an integral part of these Regulations.

- 6.1. Any Bulletin concerning Sporting matters must be signed by the Chief Steward before being published.
- 6.2. The Stewards are empowered to take a decision on any case not covered by these Regulations.

7. COMPETITOR ELEGIBILITY AND LICENSES

All competitors and officials participating in the Championship must hold current and valid NRX licenses for both 2022 and 2023, issued by USAC. Copies of all necessary license applications and membership forms can be found on the USAC website at - TBC. An annual license is valid only in competitions within the specific racing division indicated on the Competitor's application and license. An annual license expires automatically on the last day of the calendar year in which the license is issued. All licenses and membership are non-transferable and non-assignable. Jason looking to see if he can get 1 licence to cover both season 22 and 23

- 7.1. All Drivers agree to execute and deliver to NRX such authorizations, releases, applications, waivers, consents, resumes and any other documents as may be required by NRX.
- 7.2. All Competitors must submit a fully executed license and membership application to USAC and remit payment of the requisite license fee. Each license fee includes a membership fee. No fees or part thereof shall be returned to a licensee because of the licensee's ceasing to participate in sanctioned events regardless of the reason for such cessation. Application forms for a NRX license may be obtained from the USAC offices or via the USAC website. Upon completion, they must be submitted to the USAC office for issuance of the desired

license. NRX will approve applicants in its sole discretion and is not required to approve any applicant.

- 7.3. NRX or USAC may accept or reject as a Championship Competitor any individual or entity interested in competing in NRX in its sole discretion even if the individual or entity has properly and truthfully completed and filed a NRX USAC license application. The Competitor must agree to abide by the NRX Rules as well as any amendments thereto. The Competitor agrees to pay the fee(s) prescribed for licensing and must also meet the required qualifications. The Series is dedicated to professionalism, sportsmanship and integrity in racing. Among other things, involvement or participation by a person or entity (including, in the case of a business entity, involvement by a stockholder, director, officer, employee, partner or agent thereof) in conduct detrimental to rallycross racing or NRX, whether in the course of Competition or not, and whether the person or entity was a licensee or applicant at the time of such conduct, may result in rejection of a license application.
- 7.4. NRX or USAC may suspend a NRX license for a definite or indefinite period of time in the interest of rallycross racing, NRX and/or USAC in NRX's or USAC's sole discretion. The affected Competitor may appeal such suspension to NRX. Such member shall have no right to receive and NRX or USAC shall not be obligated to refund, any part or all of the fee(s) previously paid by the member Competitor.
- 7.5. If the applicant is a minor under the laws of his/her state, province or country of residence, the applicant must also submit with his/her application, a fully executed and signed Minor's Release. This Minor's Release must be signed by the applicant, as well as the applicant's natural father or mother, or by a court-appointed legal guardian.
- 7.6. To apply for a license as a NRX Driver, Drivers must be 18 years or older.
- 7.7. To apply for a license, Drivers may additionally be required to submit to NRX a racing resume that serves as a record of his/her past racing experience and significant results in competitive events. Drivers must provide documentation that provides NRX with information about the types of racing vehicles, including horsepower and drivetrain type that he/she has driven in competition. This racing resume should also include references from racing industry persons who have witnessed the Driver in competition or have knowledge of the Driver's ability. All forms of racing experience will be considered. This information must be submitted to NRX a minimum of 15 days prior to the first event that a Driver wishes to compete in and he/she must receive approval from NRX prior to being approved for competition. NRX may also require Drivers to submit to and pass driving ability tests conducted by and at the discretion of NRX Officials or an authorized agent of NRX. The decision as to the applicant's driving ability is final and binding on the applicant. NRX reserves the right to deny or exclude a Driver from entry in a NRX Event at their sole discretion.

- 7.8. Drivers must be physically fit as determined by NRX in its sole discretion. In this regard, NRX may require a competitor or applicant to submit to and pass one or more physical examinations by a qualified physician(s).
- 7.9. To obtain an NRX/USAC Competitor License as a Crew Member or Team Support Personnel, a Team at a minimum must apply for an annual NRX Crew Member license and remit a payment of the requisite license fee. Copies of all necessary license applications and membership forms can be found on the USAC website at TBC www.usacracing.com.
- 7.10. All Crew Members and Team Support Personnel agree to execute and deliver to NRX such authorizations, releases, applications, waivers, consents, resumes and any other documents as may be required by NRX.
- 7.11. Crew Members and Team Support Personnel for all NRX events must be 18 years of age or older.
- 7.12. Crew Members must be physically fit as determined by NRX in its sole discretion. In this regard, NRX may require a competitor or applicant to submit to and pass one or more physical examinations by a qualified physician(s).
- 7.13. NRX reserves the right to limit the number of Crew Members and Team Support personnel assigned to an Entrant's race car for each Event.

B. ELIGIBLE VEHICLES AND MATERIAL

- 8.1. The NRX Championship is open to cars complying with the current NRX Supercar regulations as set forth in the 2022 NRX SUPERCAR & NRX NEXT Technical Regulations.
- 8.2. All vehicles must be presented for scrutineering checks prior to competition. The time and location for such to be specified in the Supplementary Regulations governing the Event. No car will be allowed to start unless it complies with the current regulations. Competition numbers and advertising signs shall be on the car when it is submitted to scrutineering. Drivers' clothing (overalls, underwear, helmet, gloves etc.) must be presented together with the car at scrutineering.
- 8.3. At any time during a Competition, the scrutineers may:
 - a) check the eligibility of the car or of the Driver's equipment
 - b) require a car to be dismantled by the Competitor to make sure that the conditions of eligibility and conformity are fully satisfied
 - c) require a competitor to supply them with such parts or samples as they may deem necessary.
- 8.4. Any car which, after being passed by the scrutineers, is dismantled, modified or mended in a way that might affect its safety or call into question its eligibility, or which is involved in

an accident with similar consequences, must be re-presented for scrutineering approval.

- 8.5. The Clerk of the Course may require that any car involved in an accident be stopped and checked.
- 8.6. The Clerk of the Course or the chief medical officer may ask a Driver to undergo a medical examination at any time during a Competition.
- 8.7. In addition to complying with safety standards, overalls and helmets must have the mandatory Series logos in the correct positions as defined in the Commercial Regulations. The Series reserves the right to cover non-compliant logos on Driver suit overalls and helmets.
- 8.8. The presentation of a car for Scrutineering will be deemed an implicit statement of conformity.

9. COMPETITION NUMBERS

- 9.1. The Competition numbers will be allocated from 2 to 199. The current champion may use number 1, other Drivers will be allocated a number by request and with agreement of the NRX Series.
- 9.2. Drivers shall request their number from among those available in the order in which they entered, as determined by NRX. The number chosen by the Driver shall be used by them throughout their career in the Series. Their career in the Series shall be deemed to have ended when a Driver has not competed in two full seasons of the Series.
- 9.3. Competition numbers size, style and position will be detailed in Event Style Guide included as Appendix II of the Commercial Regulations which will also specify the size, style and position for the display of the Driver's name and nationality on each car.

10. ADMINISTRATIVE CHECKING AND BRIEFINGS

- 10.1. The Driver or his official representative must report in due time to administrative checking unless a written waiver has been granted to him by the Clerk of the Course. The location and time of administrative checking will be detailed in the Supplementary Regulations.
- 10.2. At the administrative checking, the Competitor's Licenses will be inspected.
- 10.3. Unless a waiver has been granted by the Clerk of the Course, those Competitors that fail to report to the administrative checking shall not be authorized to take part in the Competition.
- 10.4. The Drivers' briefing, chaired by the Race Director, will take place after the administrative checks. Attendance is mandatory for all Drivers. They must be accompanied by their designated Team Manager only. The time and location of the briefing will be included in the Supplementary Regulations any driver not in attendance will receive a penalty at the discretion of the Stewards.

11. Paddock

- 11.1. Competitors will be allocated paddock space in the process of completing their entry to the Championship or Competition. The size of each team's paddock space shall be regulated by NRX. Teams must provide paddock layout to the series prior to the season and notify NRX should their paddock layout shall change during the season.
- 11.2. Access to the paddock by every Competitor will be defined in the Supplementary Regulations. No work on the cars will be allowed before or after the times mentioned. Time for setting up and packing up paddock equipment is not included in this limitation and such access must be agreed with the Series. If cars need to be moved during the setting up or packing up, they must be kept under a cover and no work whatsoever can be performed on them.
- 11.3. The maximum speed by any vehicle in the paddock is 15 mph / 24 kph

12. SPOTTERS' TOWER

All Competitors are required to have a spotter in the spotters' tower in radio contact with the Driver and monitoring race control any time the Competitor has a car on the track. A maximum of two people per Driver are allowed in the spotters' tower. Each is required to wear a Spotter's Pass specifically allocated by the series to that individual during the entry and credentialing process. Spotters are required to stay in the spotters' tower until their car exits the track but then must leave as soon as the car exits.

13. RUNNING OF A COMPETITION

Each Competition will be run over two days, unless otherwise detailed in the Supplementary Regulations, whilst the Event will be run over three days including Scrutineering, Driver's meeting, and Jump Practice

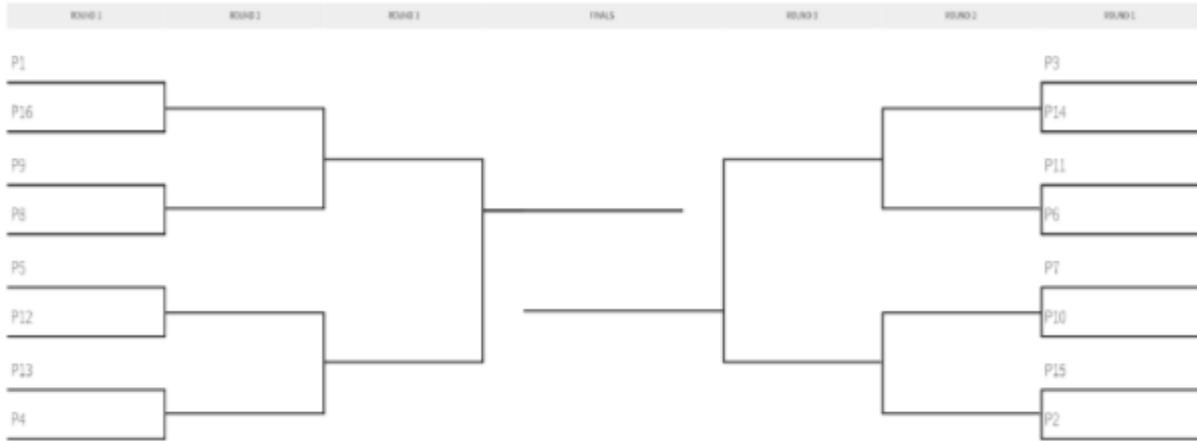
- 13.1. Each Competition will comprise Practice, Battle Bracket Qualifying, Heat races, Semi-final races, an LCQ, and the Final. Shakedown at the venue (even outside the rallycross track) or on any other site within a radius less than 10 miles from the Competition venue will not be permitted unless they are expressly authorized and indicated in the Supplementary Regulations.
- 13.2. Vehicles from different categories will run separately.
- 13.3. No extra cooling devices other than the ones that are mounted legally in the competition cars are allowed to be used outside of the Competitor's designated paddock space.
- 13.4. Tire cleaning by spinning the wheels is only allowed in the designated pre-grid area under supervision of the Start Marshals. It cannot be performed when any person, including track workers or media members, is standing in front of the car.
- 13.5. All Drivers in the subsequent race must be present in the pre-grid area while the current grid is being assembled to allow the organizer to bring forward such Drivers as necessary to complete the formation of the current race. Cars will be considered in the pre-grid area once they have had their Tires

checked by the Scrutineers. If a Driver does not present in the pre-grid before vehicles are released to the grid, officials may declare them a no-show at their discretion and may replace them in that race by the next qualified Driver.

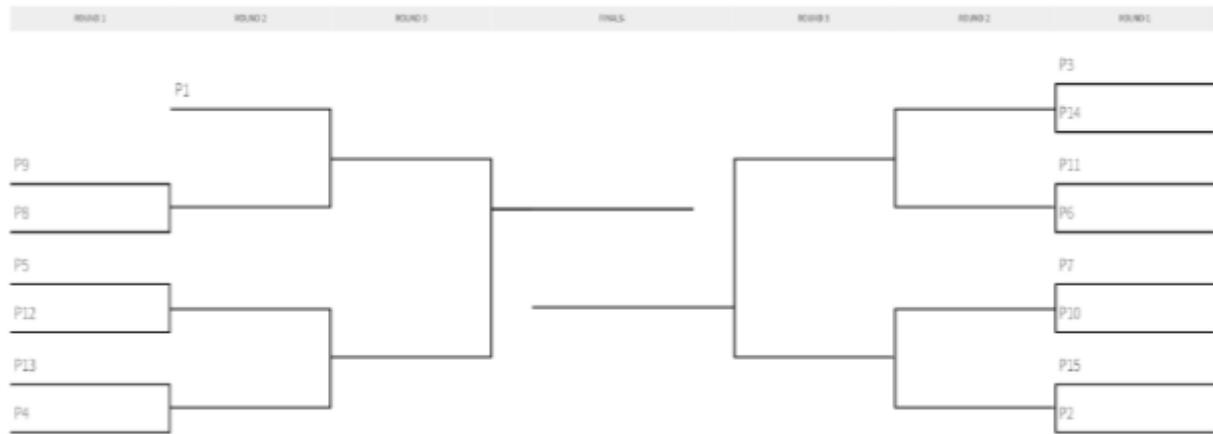
- 13.6. If a Driver is not able to compete, the team is obligated to inform race officials before the start of the next race they are qualified for.
- 13.7. **Competition Format** - Unless otherwise stated in a Competition Bulletin or the Supplementary Regulations for an Event, the competition format for an Event will be as stated below.
- 13.8. **Practice 1 and 2** - Unless otherwise stated in the Supplementary Regulations each Practice sessions will be four (4) laps, Practice will consist of a group format with maximum 6 cars in each group, with any odd numbers being added to the first groups. Practice groups will be determined by a draw in the first Event of the season at a communicated time, and by reversed championship points order in all Events thereafter, with the highest ranked driver being first on track. Competitors may elect to use either new or used registered tires at their discretion for practice sessions. The Joker Lap is open during the first (FP1-Open) practice sessions. The Joker Lap is closed during the second (FP2-Timed) practice sessions.
 - 13.8.1. **Qualified Car** - A race car is deemed to be eligible for Qualifying and Heat race competition upon successful completion of a minimum of 1 lap in Free Practice 1. Unless otherwise authorised all cars must take part in both Free Practice sessions. Any Driver that fails to complete a single Free Practice 2 lap will be placed last in the order. If there are multiple Drivers that failed to complete a single Free Practice 2 lap, they will be placed after those Drivers that have completed a single Free Practice 2 lap and at the discretion of officials.
 - 13.8.2. **Battle Brackets (Official Qualifying)** - Unless otherwise stated in the Supplementary Regulations for the event, Battle Bracket qualifying will consist of up to four, three-lap sessions. In Battle Brackets, Drivers will be started in pairs and compete head-to-head. Each Driver is obligated to run the Joker Lap one time at their discretion during each three-lap session. Drivers will advance through the Battle Brackets based on their results in each battle. One Championship point will be awarded to the winner of each early Battle round, an automatic bye is also considered a win and 1 point, 5 points to the overall winner, 3 points to second place and 1 extra point to positions 3 and 4. The final number of sessions will be determined by Officials based on the number of Drivers entering the Event as follows:

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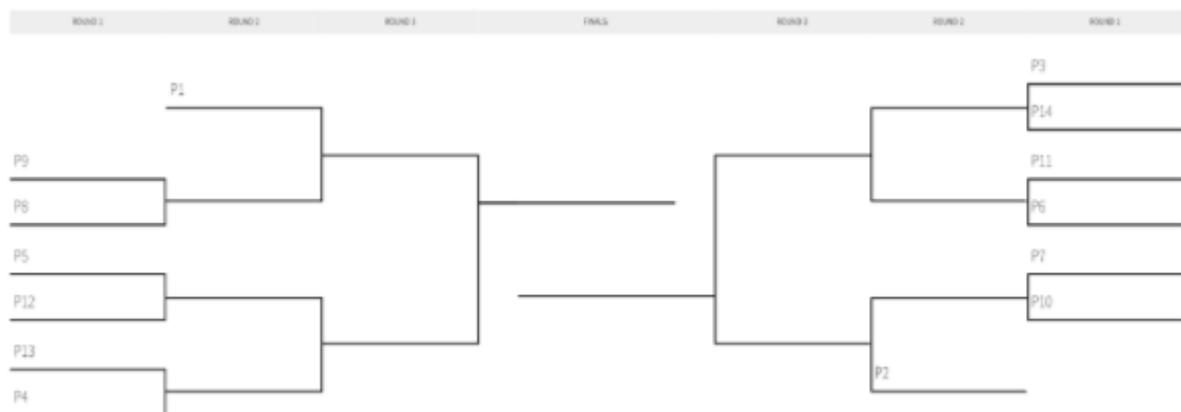
16 Car Battle layout



15 Car Battle layout

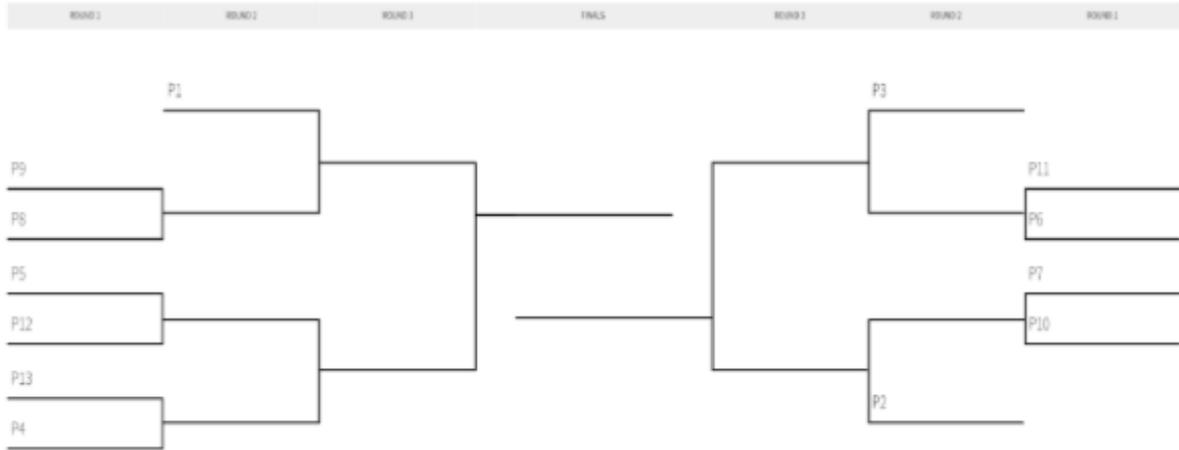


14 Car Battle layout

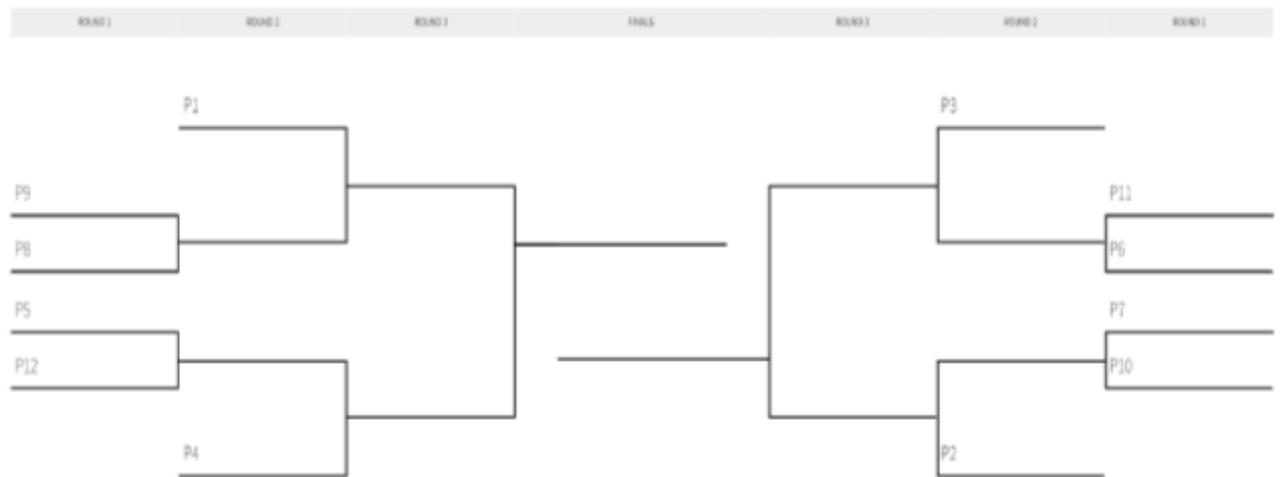


NITRO RX

13 Car Battle layout



12 Car Battle layout

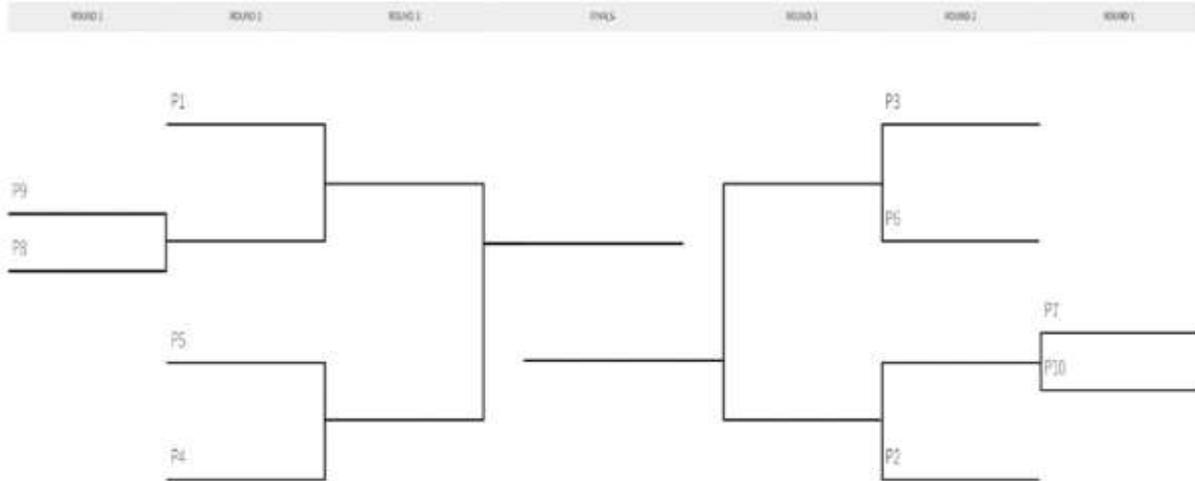


11 Car Battle layout



NITRO RX

10 Car Battle layout



QUALIFYING POSITIONS		
Points	Position	Description
8	1	Battle Bracket Winner
6	2	Battle Bracket Runner up
3	3	Battle Round 3 Loser / FP2 Higher position
3	4	Battle Round 3 Loser / FP2 Lower position
1	5	Battle Round 2 Loser / FP2 Highest position
1	6	Battle Round 2 Loser / FP2
1	7	Battle Round 2 Loser / FP2
1	8	Battle Round 2 Loser / FP2 Lowest position
0	9	Battle Round 1 Loser / FP2 Highest position
0	10	Battle Round 1 Loser / FP2
0	11	Battle Round 1 Loser / FP2
0	12	Battle Round 1 Loser / FP2
0	13	Battle Round 1 loser / FP2
0	14	Battle Round 1 Loser / FP2
0	15	Battle Round 1 Loser / FP2
0	16	Battle Round 1 Loser / FP2 Lowest position

Battle Round 1 - Drivers will be seeded into pairs for the first round of Battle brackets to race each other based on times achieved in Free Practice 2, with the fastest driver paired against the slowest, should the total number of entries be less than 16, meaning a Battle could have only one driver, that one driver will be given a bye to the next round without having to drive the one car Battle. If a competitor cannot participate in his/her bracket the remaining driver is still required to start and finish their bracket to progress. Brackets will run in the following order:

Round 1 Heat 1 - P1 vs P16

Round 1 Heat 2 - P9 vs P8

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- Round 1 Heat 3 - P5 vs P12
- Round 1 Heat 4 - P13 vs P4
- Round 1 Heat 5 - P3 vs P14
- Round 1 Heat 6 - P11 vs P6
- Round 1 Heat 7 - P7 vs P10
- Round 1 Heat 8 - P15 vs P2

The winning Driver from each Round 1 battle will advance into **Battle Round 2**. The losing Drivers will earn the bottom positions in the Official Qualifying Ranking based on the times achieved in Free Practice 2, with the slowest driver among the losing Drivers seeded last in the Official Qualifying Ranking, the second-slowest driver among the losing Drivers seeded second-last, and so on until the bottom positions are filled.

Battle Round 2 - The winning Drivers from each race in Battle Round 1 are seeded into pairs for Battle Round 2 to race each other. The battles are run in the following order:

BATTLE ROUND 2 LINE UP		
HEAT		DRIVER
H1	Pole	Winning driver Round 1 Heat 1
		Winning driver Round 1 Heat 2
H2	Pole	Winning driver Round 1 Heat 3
		Winning driver Round 1 Heat 4
H3	Pole	Winning driver Round 1 Heat 5
		Winning driver Round 1 Heat 6
H4	Pole	Winning driver Round 1 Heat 7
		Winning driver Round 1 Heat 8

- The winning Drivers from each battle will advance into Battle Round 3 to race each other. The losing Drivers will earn the lower-middle positions in the Official Qualifying Ranking based on the times achieved in Free Practice 2 with the slowest Driver among the losing Battle Round 2 Drivers seeded above the highest-seeded losing Driver after Battle Round 1, the second-slowest Driver among the losing Drivers seeded above that Driver, and so on until the middle positions in the Official Qualifying Ranking are filled.

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Battle Round 3 – The winning Drivers from each race in Battle Round 2 are seeded into pairs for Battle Round 3 to race each other. The battles are run in the following order:

BATTLE ROUND 3 LINE UP		
HEAT		DRIVER
H1	Pole	Winning driver Round 2 Heat 1
		Winning driver Round 2 Heat 2
H2	Pole	Winning driver Round 2 Heat 3
		Winning driver Round 2 Heat 4

- The winning Driver from each battle will be seeded into the Final pair. The losing Drivers will take the next positions in the Official Qualifying Ranking based on their relative times achieved in Free Practice 2, with the faster Driver among the losing Battle Round 3 Drivers third in the Qualifying order and the slower losing Battle Round 3 Driver fourth.

Battle Final – The winning Drivers from each race in **Battle Round 3** are seeded into a pair to race each other.

BATTLE FINAL LINE UP		
HEAT		DRIVER
H1	Pole	Winning driver Round 3 Heat 1
		Winning driver Round 3 Heat 2

The winning Driver from the final battle will be awarded the Top Qualifier designation, with the losing driver awarded the second position in the Qualifying Ranking.

- 13.9. **Reserve Driver** – A Driver, having participated in any part of a qualifying attempt starting with Free Practice 1, may only drive the car in which the qualifying attempt was made for the remainder of the Event. The Driver is thus designated as the “Qualifying Driver.” A Driver may only qualify one (1) car. If an approved Driver change is made after qualifying, the car/team will only be allowed to choose one of the remaining grid positions after all other qualified cars/teams have made their grid choice for the designated race.
- 13.10. **Reserve Car** – A Driver may only use the vehicle that was originally scrutineered for the event. Spare vehicles are prohibited during an Event. It is not allowed to share cars during an Event.
- 13.11. **Approval of Driver Changes** – No Driver change may be made without the approval from the Race Director.

13.12. **DNF** – In the event that a Driver is deemed to have started but is unable to complete the prescribed course in a Battle Bracket, Heat, Semi-final, LCQ or Final, they may still be awarded a finish position in that race, at the discretion of Race Officials. In the event there are multiple Drivers that are unable to complete the course, officials will award finish positions based on which driver has travelled the furthest distance on the course.

13.13. **Pole Position** – The Driver that earns Top Qualifying position nominates in which Heat Race He / She will hold Pole Position. Said Driver must make the election no later than 30 minutes following the publication of the Qualifying Ranking to Race control. If the Driver fails to make an election within the allocated time, the Series will make the determination.

13.14. **Heats** - Unless otherwise stated in the Supplementary Regulations for an Event, there will be one round of two Heat races, if there is an uneven number of entries, the First Heat will include one more car than the Second Heat. Heat races will be four (4) laps, unless otherwise stated in the Supplementary Regulations for the event. All Drivers must take the Joker Lap once and only once during their Heat race. The top two Drivers from each Heat race will advance to the Final.

13.14.1. **First Heat** – Drivers will be seeded in the first Heat based on their Official Qualifying Ranking as follows with the higher seeded Driver on the Pole side of the grid:

- Front Row: P1 & P3
- Second Row: P5 & P7
- Third Row: P9 & P11
- Fourth Row: P13 & P15

NOTE: Per Section 13.13 above the Driver seeded P1 may elect to switch Heats with the Driver seeded P2.

13.14.2. **Second Heat** – Drivers will be seeded in the second Heat based on their Official Qualifying Ranking as follows with the higher seeded Driver on the Pole side of the grid:

- Front Row: P2 & P4
- Second Row: P6 & P8
- Third Row: P10 & P12
- Fourth Row: P14 & P16

The first-place finishers from the Heats will advance to a First-row position of the Final, with the higher qualifying of the two Heat winners gridded on the pole position side of the grid, and the lower qualifying lining up beside them in the second position of the same row.

The second-place finisher from the Heats will advance to a Second-row position of the Final, with the higher qualifying of the two Heat second-place finishers lining up on the pole position side of the grid, and the lower qualifying gridded beside them in the second position of the same row.

All other Drivers that have started the First and Second Heats will advance to the Semi-finals.

13.15. **Semi-finals** - Unless otherwise stated in the Supplementary Regulations for an Event, there will be one round of two Semi-final races, each comprised of half the cars in the field that have not yet earned a position in the Final. If there is an uneven

number of entries, the first Semi-final will include one more car than the second Semi-final.

Semi-final races will be four (4) laps. All Drivers must take the Joker once and only once during each Semi-final race. The winning Driver from each Semi-final race will advance to the Final. The highest qualifying winning Driver will be awarded position 5 on the pole side of the grid in the Final and the lowest qualifying winning Driver will be awarded position 6.

13.15.1. **Semi-final 1** – Drivers will be seeded in Semi-final 1 based on their Heat results, as follows with Heat 1 Drivers on Pole side:

- Front Row: P3 Heat 1 / P4 Heat 2
- Second Row: P5 Heat 1 / P6 Heat 2
- Third Row: P7 Heat 1 / P8 Heat 2

13.15.2. **Semi-final 2** – Drivers will be seeded in semi-final 2 based on their Heat results, as follows with Heat 2 drivers on Pole side:

- Front Row: P3 Heat 2 / P4 Heat 1
- Second Row: P5 Heat 2 / P6 Heat 1
- Third Row: P7 Heat 2 / P8 Heat 1

13.15.3. Positions 2, 3, 4 and 5 from each Semi Final will advance to LCQ, any other Driver is now eliminated and takes no further part in the Competition.

13.16. **Last Chance Qualifier (LCQ)** – Unless otherwise stated in the Supplementary Regulations for an event, a Last Chance Qualifying (LCQ) race will be contested to determine the remaining starters in the Final. The LCQ will be three (3) laps. All Drivers must take the Joker lap once and only once during the race.

The LCQ will consist of all Drivers that started either Semi-final 1 or Semi-final 2 and have not already been eliminated or qualified for a position in the Final.

Drivers will be seeded in the LCQ based on their Semi Final results, as follows:

- Front Row: P2 from both Semi Finals, Highest Qualifier Pole side
- Second Row: P3 from both Semi Finals, Highest Qualifier Pole side
- Third Row: P4 from both Semi Finals, Highest Qualifier Pole side
- Fourth Row: P5 from both Semi Finals, Highest Qualifier Pole side

13.16.1. The first- and second-place finishers from the LCQ will advance to the last row position of the Final, with the highest ranked qualifier of the two drivers placed on the pole side of the grid. All other Drivers are eliminated.

13.17. **Final** – Unless otherwise stated in the Supplementary Regulations for an Event, the Final consists of one, six (6) lap

race of eight (8) Drivers, comprised of the two highest finishing Drivers from the First and Second Heats, the top finisher from Semi-Final 1, and Semi-Final 2 plus the top 2 finishers from the LCQ.

All Drivers must take the Joker Lap once and only once during the Final race.

The first Driver in the Final to cross the finish line after completing the predetermined number of laps, navigating the marked rallycross course and Joker element will be the overall winner.

The top three (3) cars and Drivers must proceed to the designated post-race activities area. All other finishers must proceed to the designated post-race Parc Fermé location.

Start Procedure – Under the direction of the Official(s) in the starting area, the appropriate competitors are guided from the Pre-Grid Area and directed to the Start Line. After having verified that Timing and Scoring is ready, and the Race Director is ready, drivers will be shown a 30 Second Board followed by a 10 Second Board after which NRX Officials will begin the race using a Starting Light System. When the red lights on the Starting Light System are illuminated, it signals racers to be ready for the start of the race. When the red lights extinguish, within 3 to 5 seconds, the green lights will illuminate signalling the Start of the race.

13.18. **False Start** – The Starting Marshal(s) or the Race Director in their sole authority will determine whether a False Start occurred. Monitoring the start procedure can also be done with the aid of cameras and/or grid position sensors. Any car moving forward beyond the outermost front limits of the delineated designated grid location prior to the Starting Light System lights being illuminated green will incur a false start penalty. A false start in any session will mean a mandatory restart of that heat for all cars. Any movement of the car inside its starting zone is not considered as a false start unless the car crosses its indicator/starting line before the green light is switched on.

The driver who caused the false start must pass through the Joker Lap section twice in the race concerned if the Joker lap is considered slower than the regular lap. Should the Joker Lap be faster than the regular lap then the penalty will be to not take the Joker Lap. A board or flag with “2 x Joker Lap” or “No Joker Lap” will be shown to the driver which caused the false start. All drivers will be notified via a black/white warning board/flag that they are under observation, and the next driver who makes a false start in the same race will be disqualified (DQ) from that race.

13.19. **Restart Procedure** – If the red flag is displayed during a Battle Bracket, Heat, Semi-Final, LCQ or Final, the restart will occur with all cars that are able to continue to compete placed back on the grid in the positions that the car occupied for the original start, except the drivers that are deemed by the Race Director to have caused the red flag who will not be allowed to restart the race. All cars must be ready to compete when time is called to return to the grid.

13.20. **Race Penalties** – Race penalties for violation of the NRX Rules and Race Procedures are determined by the gravity of the violation and the effect the violation may have on fairness of competition and the orderly conduct of the Event.

13.21. **Time Penalty** – A time penalty is the act during a race of punishing a car and its Driver for a certain time as determined

by the Race Director. A time penalty may be imposed when the competitor has violated the NRX Rules, a directive from an Official or a known race procedure. If a post-race time penalty is imposed, a scoring correction reflecting the penalty will be permitted prior to the posting of official race results.

- 13.22. **Flag/Light Rules** – Officials will use flags and/or lights as set forth in this section for the purpose of providing Drivers with information. A Driver is deemed to have received notice when the flag is displayed at the flag stand, or when the lights are illuminated, regardless of whether the Driver has seen the signal. If a Driver or Crew Chief is informed of a decision or circumstance by NRX Officials in a manner other than by use of flags or lights, then use of a flag or light in that situation is not necessary. The procedure for use of flags or lights by Officials may vary for individual tracks or races.
- 13.23. **Green Flag/Lights** – The green flag signifies that the track is clear to race.
- 13.24. **Yellow Flag/Lights** – A marshal waving a single yellow flag or a flashing yellow light indicates a local condition, which means that an incident or condition is ahead near or off the racing line. Drivers may need to slow or alter their line. Drivers may not overtake until they have passed the incident causing the local condition. A marshal waving two yellow flags or a solid yellow light signifies a full-course caution. All cars must reduce their speed to a cautious pace, maintain their respective track position and form a single line of cars. No passing will be permitted unless directed by a NRX Official. In most cases, a full course caution will be immediately followed by a red flag. When the yellow flag is displayed or the caution lights are illuminated (full-course caution) during the white flag lap, no passing will be permitted. The race will not be restarted and cars will be scored based on their respective track position at the time the yellow flag or lights are displayed. The determination of respective track position is a judgment call that will be made by the Race Director.
- 13.1. **Red Flag/Lights** – The red flag signifies that the Session must be stopped immediately regardless of the position of the cars on the track. The red flag shall be used if, in the opinion of the Race Director the Session should be stopped immediately. Cars should be brought to a stop on the course as quickly and safely as possible. All cars must remain stopped until informed to move back to the grid by the Race Director.
- a) If a red flag occurs cars can proceed to the pre grid area for service and minor authorized repairs as stated in Section 14 of the NRX Technical Regulations. Any car moved into the tent, garage or other structure and not the pre grid area will be subject to a penalty. The minimum penalty for violating this rule or for an unapproved adjustment or repair will be removal of the car from the remainder of the Final.
 - b) If a red flag occurs during a; Practice session, Heat, Semi-final or LCQ the Race Director at their sole discretion will determine if the remaining laps will be finished. If racing resumes after a red flag, all Competitors must take the Joker regardless of if the Competitor had taken the Joker Lap before the red flag.
 - c) If a red flag occurs during the Final, should less than 5 full laps of the 6-lap race have been completed, 1

attempt only at a full 6 lap race restart will occur. Once racing has resumed after a red flag, all Competitors must take the Joker Lap regardless of whether the Competitor had taken the Joker Lap before the red flag. Should the race be red flagged on lap 6 and a driver has not taken his/her Joker lap a notional time will be added by the Race Director.

- d) If a race is deemed by the race director to not re start, a notional time will be added If a driver has not taken his/her Joker lap. The fixed notional time will be the averaged difference of the fastest lap time and the Joker Lap time of the Top 5 Drivers in the last race segment.

13.2. **Servicing During a Red Flag/Stopped Race** - The determination on whether and what service will be allowed to be performed on vehicles during a red flag stoppage is at the sole discretion of the Race Director. The location where the work must be performed and the time available to perform this work will also be at the sole discretion of the Race Director. The Race Director's decision will be communicated over the Race Control radio channel.

- a) Service up to and including the items listed below may be permitted by the Race Director, typically in a designated area adjacent to pre-grid during a stopped race:
- Check and adjust (increase or decrease) tire pressure.
 - Clean the windscreen and other windows.
 - Add windshield washer fluid.
 - Fixing of loose bodywork using tape and zip ties (with prior approval of Officials only).
 - Replace a damaged wheel and/or tire (with prior approval of Officials only).
 - Repairs and adjustments to the car can be made providing no parts are used (with prior approval of Officials only).
- b) Connecting in any way to any electronic control on the vehicle is not permitted during a stopped race.
- c) The minimum penalty for not following the Race Directors instructions and/or performing unapproved adjustments or repairs during a stopped race will be removal of the car from the remainder of the race.

13.3. **Black Flag**- The black flag signifies automatic disqualification. In addition to the black flag, Officials may use a blackboard or black flag number indicator in full view of the Competitor on which the number of the car being black-flagged will be shown. NRX Officials may also communicate via radio to the affected car's team informing them of the black flag directive. It is the responsibility of the affected team to adhere to the black flag directive by stopping racing and exiting the track at the next opportunity. Failure to do so could result in further penalties as described in the NRX Regulations.

13.4. **White Flag** - The white flag signifies that the leader has started his/her last lap. When the yellow flag is displayed or the caution lights are illuminated (full-course caution) during the white flag lap, no passing will be permitted. The race will not be restarted and cars will be scored based on their respective track position at the time the yellow flag or lights are displayed. The determination of respective track position is a judgment call

that will be made by the Race Director as described in section 13.24d

- 13.5. **Chequered Flag** – The chequered flag flown after the lead car has completed the race distance signals that the Race is completed. The Race distance is officially complete when the lead car has completed the race distance or officials have terminated the competition early during a full-course caution or red flag incident. The definition of the required Race distance is provided in the Supplementary Regulations for the Event.
- 13.6. **Accidents and Disabled Race Car Procedure** – In the event of an accident or when a race car becomes disabled for any reason, the Driver of the disabled race car must, providing that there is no threat of fire or fuel spill, remain inside the race car with their helmet and restraints on and with the doors closed until the session is over, or until a course worker or medical staff gives the Driver permission to exit the race car. In the event of a mechanical failure, the Driver of the disabled car must make every reasonable effort to steer away from the racing line and where possible park in a safe location as far from the racing line as possible or if possible, behind a barrier.
- 13.7. **Marshalls** - Failure to follow the instructions of Marshalls, Officials or Medical Staff may result in a penalty up to disqualification from the event.
14. **PRIZE MONEY, PODIUM, POINTS AND POINTS FUND**
- 14.1. The podium ceremony on the circuit will be held immediately after the Finals. The Top 3 finishers must be present, wearing their Competition overalls. A penalty in the form of a monetary fine, such amount to be at the discretion of NRX, will be issued to any Driver that fails to attend this ceremony and/or is found to be wearing inappropriate clothing for this ceremony.
- 14.2. Any prize money awarded for an Event will be communicated to all NRX Competitors through a Competition Bulletin or the Supplementary Regulations for an Event.
- 14.3. NRX Championship Points will be awarded to each eligible Driver and car of a Team in an Event according to the finishing position of such Driver and car in the Event. The total Championship Points awarded for an Event will be the total points awarded for the finishing positions in the Event's designated Qualifying Battles, and Final.
- 14.4. The NRX Championship Points awarded to an eligible Driver and Team will be awarded based on finishing position with respect to the other eligible Drivers and Teams.
- 14.5. **Championship Points for Qualifying** – Eligible NRX Drivers and Entrants will be awarded points as written in Section 13.8.2
- 14.6. **Championship Points for the Final** – Eligible NRX Drivers and Teams will be awarded points for the Final in each Event as follows:

1	50
2	46
3	42

4	35
5	32
6	29
7	26
8	23
9	20
10	17
11	14
12	11
13	8
14	5

14.7. **Miscellaneous** – In the event two (2) or more Drivers or Teams have the same number of points (tie), each Driver, Entrant or Manufacturer will be ranked according to the greatest number of 1st place finishes in the current season at the time which the tie occurs. If a tie still exists, the greatest number of 2nd place finishes, 3rd place finishes etc., will be used in the same manner, until the tie is broken. If the tie remains, the Driver and/or Entrant earning the highest finishing position first during the current season in which the Driver and/or Team competed for the respective Series at the same time will prevail.

15. PARC FERMÉ AND CAR INSPECTION

- 15.1. The Parc Fermé is compulsory following the Final for all finishers.
- 15.2. At the end of the specific Competition, the area between the Finish Line and the Parc Fermé entrance shall be placed under the Parc Fermé regulations.
- 15.3. The applicable regulations of the Competition shall specify the place where the Parc Fermé will be located.
- 15.4. Vehicle surveillance shall be carried out by Officials appointed by the Race Director, who are responsible for the operation of the Parc Fermé. Only they are authorized to give orders to the Competitors. Only the Officials assigned to Parc Fermé may enter. No operation, checking, tuning, repair or fuelling of cars is allowed unless authorized by the same Officials or by the applicable regulations.
- 15.5. Following the Final, cars shall remain in the Parc Fermé for at least 30 minutes after the publication of the provisional results and until released by decision of the Stewards.
- 15.6. Failure to allow or facilitate scrutineering after a race may be deemed a violation of the Regulations and may lead to disqualification from the race as decided by the Stewards.
- 15.7. The Technical Delegate may (after consultation with the Stewards) select a car at random for further inspection.
- 15.8. In case the planned inspection cannot be done on site at the Event the chosen car or parts will be sealed off by the Technical Delegate in the Parc Fermé. Thereafter the car will be removed from the Parc Fermé without any work having been performed on it by any of the competitor's representatives unless carried out upon request from or with the approval of the Technical Delegate.

- 15.9. The chosen car(s) and/or part(s) will be transported to an appropriate designated location under the supervision of the Technical Delegate.
- 15.10. In the case where one or more components are sealed to be checked on a later occasion, any additional costs resulting from the later check will be borne by the applicant.
- 15.11. The Technical Delegate reserves the right to obtain a standard car or parts thereof by rental or loan from an independent source for the purpose of comparison.
- 15.12. The Technical Delegate will request that the representatives of the competitor concerned dismantle the car for the technical inspection. Failure to do so can result in the Clerk of the Course arranging dismantlement and charging the costs to the competitor. Competitors will not be allowed to participate in the championship until the costs have been paid in full.
- 15.13. Manipulating the seal(s) is forbidden. Breaking the seal(s) is permitted only with the written permission from the Technical Delegate. The Technical Delegate or alternatively his pre-appointed representative, will report any irregularities to the Stewards for evaluation and appropriate action.
- 15.14. Failure to allow or facilitate an inspection by the Technical Delegate will be deemed as breach of Article 2.1 of these Sporting Regulations and may lead to the Stewards to impose a punishment in accordance with Article 16 of these Sporting Regulations.

Should the Technical Delegate decide that the car or any component thereof fails to conform to the Regulations, this will be reported to the Stewards who, after consulting all parties concerned, will decide the matter and impose a punishment in accordance with Article 16 of these Sporting Regulations.

16. PENALTIES

- 16.1. Any breach of the NRX rules, including those outlined in the Sporting Regulations, the Technical Regulations, the Commercial Regulations, or any special Bulletins or Supplementary Regulations, committed by any license holder or other person or organization may be penalized.
- 16.2. Penalties for violation of the Regulations are determined by the gravity of the violation and its effect on the fairness of competition, the orderly conduct of the Event, and the interest of NRX or rallycross racing in general. Such penalties may include but are not limited to a fine, and/or disqualification, and/or loss of Championship points, and/or loss of finishing position(s) in the Event, and/or probation, and/or exclusion, and/or suspension of license. Probation may be for a specified time period to review the Competitor's conduct to determine whether a more severe penalty is warranted. A suspension may be limited to a suspension of license privileges at a particular Event or a particular series of Events or for a specified or an indefinite period of time. Any violation of the Regulations, whether committed with intent or through negligence, knowingly or unknowingly shall be punishable. Any attempt to violate any of the Regulations shall also be punishable even if the attempt does not fully transpire or attain the desired result. The Series and its officials will not be responsible to prove the intent of the violation of the Rules.

- 16.3. If an Official observes or is made aware of an act or omission by a Competitor that constitutes a violation of the Rules and if the Official determines that the act or omission is sufficiently serious to warrant the imposition of a penalty, the Official shall report the violation in writing to the Stewards as soon as possible and recommend an appropriate penalty. The Stewards shall determine whether disciplinary action is appropriate, and if so, what disciplinary action should be taken. The competitor shall be informed of the determination, and if disciplinary action is imposed the Stewards will issue a Penalty Notice to the competitor specifying the violation, a statement of the circumstances of the violation and the penalty imposed. USAC may publish the violation. The Competitor referenced in the Penalty Notice shall have no claim or cause of action of any kind against the NRX Series and its Officials, Competitors, employees and affiliates, or any individual publishing such Penalty Notice or violation. If the Competitor wishes to appeal the decision, the Competitor shall send a written request of appeal within 3 business days of the issuance of the Penalty Notice as outlined in Section 18 of these Sporting Regulations. If the act or omission of the Competitor is determined by an Official to constitute a threat to the orderly conduct of the Event, that Official may take temporary emergency action against the Competitor. Such emergency action may include ejection from the racing premises, suspension of membership and license, or any other action designed to remove the threat created by the Competitor. Examples of conduct warranting such emergency action includes, but are not limited to, the consumption of drugs or alcoholic beverages before or during an Event, the use of illegal drugs at any time, fighting, aggressive driving, rule violations, failure to obey the black flag or any other directive of an Official. The Official shall report the emergency action taken to the Stewards as soon as possible and penalties will be imposed per Section 16.2. herein. The emergency action shall remain in effect until the decision of the Stewards is made. Exclusion and/or ejection is final, non-appealable and non-reviewable.
- 16.4. Any fines shall be paid to the Series promptly after receipt of the Penalty Notice by a Competitor. Failure to pay a fine promptly may result in suspension. All unpaid fines of a competitor may be collected by deducting the amount from the purse or point fund earnings of the Driver or Entrant with whom the Competitor was associated at the time and at the Event that the conduct that caused the penalty took place. Any fines left unpaid at the end of the racing season shall be considered grounds for refusal to approve the license application for the next applicable year of the Competitor against whom the unpaid fine has been assessed.
- 16.5. Stewards either themselves or upon the proposal of the Race Director, may decide on any point which is not provided for in the Sporting or Supplementary Regulations and apply penalties at their discretion.
- 16.6. Certain penalties are assessed by officials who are judges of fact, and they are not susceptible to appeal. Time penalties and the declaration of a no-show in the case of late arrival in the pre-grid area/staring grid are not susceptible to appeal.

NITRO RX

16.7. The following are some items that may be penalised and the actions taken. The list is not exhaustive and as such serves as a representative example of infractions and actions only.

Entry of a car that does not comply with the regulations		Start refused
Absence of valid licenses		Start refused
Failure to pay applicable entry fees		Start refused
Car failing to conform to safety measures		Decision of the Steward
Late arrival at grid/holding area		Start refused/replaced by next car
Failure to notify a non-start		Decision of the Stewards
Absence of identification marks affixed by the scrutineers		Disqualification from the competition
Moving track markers		Warning as a minimum up to time penalties at the Race Director's discretion
Breach of fair driving conduct as defined by race officials		Warning as a minimum up to different penalties at the Race Director's discretion
False starts		Defined in Art. 13.19
Failure to respect instructions given by the flag signals		Decision of the Stewards
Driver's equipment failing to conform to the safety standards		Decision of the Stewards
Any tampering with or attempt to tamper with the identification marks		Disqualification from the Competition
Infringement of the Parc Fermé rules		Decision of the Stewards
Unsportsmanlike conduct on or off the track		Decision of the Stewards including exclusion/ban
Reporting late to pre-event scrutineering		Practice restriction

NITRO RX

Any deliberate or reckless contact after the finish		Decision of the Stewards
Competitor or Driver not attending or being late to the Driver briefing		Monetary fine up to \$500
Use of Lubricants or Tires other than those prescribed for the Championship		Disqualification from the competition
Failure to respect the speed limit in the paddock (15mph)		\$100 for each 1mph over the limit
Causing a Red Flag		Not allowed to Re Start the race
Driving outside of the track limits		Decision by the race Director
Failure to follow Instructions of Officials		Decision by the Stewards
No Judicial Camera working in Pit area or Car		Decision by the Stewards

17. PROTESTS

- 17.1. If a licensed Competitor believes that another Competitor has or will obtain a significant unfair competitive advantage by some action that the Competitor is in violation of the Rules, the first Competitor may protest such action to a Race Steward outside of race control. The protest must be made in writing by the Competitor (or the Crew Chief/Chief Mechanic if the competitor is a Driver and is on the race track) within 20 minutes after the chequered flag is displayed signifying the completion of the race.
- 17.2. Each separate protest shall be accompanied by a non-refundable \$1,000.00 (USD) protest fee. The Stewards shall decide whether the matter is subject to protest, and if so, shall decide the protest as promptly as possible and shall inform the parties to the protest of the decision.
- 17.3. The Stewards, after review, may decline to accept a protest, even if the matter were otherwise subject to protest, if they determine that the alleged rule violation is so insubstantial as to not provide the Competitor with a significant competitive advantage over the other competitors. A decision that the matter is not subject to protest is final and non-appealable. In deciding the protest, the Stewards may take whatever action they deem appropriate to further the interest of fairness and finality in competition results. Such action includes, but is not limited to, revising the official race results, imposing penalties (disqualifications, exclusions, suspension, or fines, and/or loss of finishing positions in the Event), awarding or subtracting points, or taking no action.

- 17.4. Protests will not be accepted that are directed to a decision made by a Race Official or Supervisory Official on any subject not specifically provided for in these Regulations. Such subjects include, but are not limited to, timing and scoring decisions, inspection decisions and race procedure decisions. Protests against the decisions of the start line judge(s) in the exercise of their duties will not be accepted. A single protest against more than one competitor will not be accepted.

18. APPEALS

- 18.1. Any licensed Competitor is entitled to appeal. The appeal process exists to decide only those matters for which a reasonable decision could not be achieved through available procedures. Provided all such procedures have been exhausted, any Entrant or other Competitor shall have the right to request an appeal regarding:
- a) Any decision or penalty rendered by the Stewards (except those indicated as not subject to appeal in Section 16 of these Regulations) in which they were named as a party.
 - b) Any decision concerning a protest filed by such Entrants or Competitors, except as decided by the Stewards pursuant to Section 17 of these Regulations.
- 18.2. If a Competitor wishes to appeal, such Competitor may request an appeal hearing before the USAC Court of Appeals ("Court of Appeals") by submitting a written request for a hearing to the Court of Appeals no later than 5:00 p.m. EST of the third business day following the Competitor's receipt of notice of penalty accompanied by a \$3,500.00 (USD) non-refundable appeal fee. The appeal fee shall be in addition to any monetary penalty previously assessed. The original Notice of Appeal must be delivered to the United States Auto Club, 4910 W 16th St. Speedway IN 46224, Attention, Steward, NRX.
- 18.3. The Notice of Appeal must contain references to the specific action which is being appealed, the date of the occurrence, the reason why the Competitor is appealing, and specific reference to any Rules allegedly violated and the relief requested. The Notice of Appeal must be accompanied by copies of all written documents pertaining to the appeal, such as protests, responses, rulings, announcements, etc.
- 18.4. The recipient of the Notice of Appeal may dismiss appeals or portions thereof on the basis of procedural noncompliance. Any appeal or portion thereof not so dismissed shall be submitted by the recipient to the Court of Appeals for adjudication. The submission to the Court of Appeals may specify the issues to be heard by the Court, including the issue of procedural compliance. The jurisdiction of the Court is limited to those matters and issues submitted to it by the recipient.
- 18.5. The Court of Appeals has exclusive jurisdiction to hear appeals of any Penalty Notice or determination and any decision by NRX to deny, suspend or terminate any license. In each of these cases, a NRX competitor's only recourse is to request an appeal hearing before the USAC Court of Appeals. Once an appeal hearing is scheduled, the Court of Appeals shall be selected by the USAC Chairman of the Board. A NRX designate shall serve as Chief Judge. Two other judges may be selected to serve with them. The other judges will be persons selected by the Chief

Judge and will be industry persons or persons with knowledge in racing. At no time shall any of the Judges including the Chief Judge have actively participated in the circumstances cited in the Notice of Appeal, or have a personal interest in the outcome of the appeal.

- 18.6. The appointment of the Court, and written notice to the appellant, or appellants, shall occur within three (3) days (or such time as designated by the NRX designate of the decision to hear the appeal. The person presiding over the hearing will notify all parties, including the NRX Stewards, both parties to a protest, or a penalized Competitor, of the time and place for the appeal hearing. If the hearing will be conducted in whole or in part via teleconference the person presiding over the hearing shall provide telephone numbers, and times, where the board may be reached while in session on the matter.
- 18.7. The Court of Appeals shall use its best efforts to convene and hear the appeal in a timely manner. The board will determine what witnesses and evidence it will hear at its discretion. The parties may present their information to the committee themselves, via their team representative, or in written documents. The Court of Appeals shall hear such evidence in such a manner as it deems appropriate, relevant, and necessary under the circumstances. Cross-examination shall not be permitted. The NRX Stewards, Technical Delegate or Clerk of the Course shall be heard by the Court under all circumstances.
- 18.8. At the request of the affected Competitor, the Court of Appeals may determine in the interest of competition or NRX that the penalty or portions of the penalty under review shall be temporarily deferred until the appeal has been resolved. Otherwise, the penalty shall be executed promptly. If the Court of Appeals temporarily defers execution of the penalty involving either suspension of competition privileges, or expulsion from NRX Racing, the Series will permit the appellant to enter and compete in races until the appellant's Court of Appeals ruling is rendered. The results and awards of these races shall be considered provisional until the Court of Appeals ruling is rendered. The affected participant(s) will be allowed to participate in NRX Events during the period of the deferral. If the Court of Appeals temporarily defers execution of the penalty, but later denies the appeal in whole or in part, it may reinstate the original penalty as of the date of the penalty, or take such other action as it deems appropriate to effectuate in whole or in part the penalty, including without limitation, disallowance of finishing position, points, otherwise earned in any Event during the period of temporary deferral of the penalty. If the Court of Appeals ruling overturns the suspension, or expulsion, the provisional results and awards will be considered final and official. If the Court of Appeals ruling upholds the suspension, or expulsion, the awards won and results of races while awaiting the Court of Appeal ruling will be considered forfeited and null and void.
- 18.9. An appeal may be withdrawn without penalty only with the approval of the USAC Chairman of the Board or the NRX Stewards.

- 18.10. After considering all material they deem relevant, the Court of Appeals shall meet privately, reach its decision, and prepare a written opinion. It may decide that the penalty, or other decision, of the board appealed from should be nullified, mitigated, affirmed, increased, or that a different penalty should be imposed, but shall not order a competition to be rerun. The board shall order the return, or forfeiture, of appeal fees. The board shall direct the disposition of protest fees and tear down bonds, if any, in those cases where the original board's decision is nullified.
- 18.11. NRX reserves the right to publish, or cause to be published, all final Court of Appeal decisions, including the names of all parties concerned. Persons, Entrants, or organizations referred to in each said decision shall have no right, or action, against NRX, USAC, or any person publishing such notice, and shall agree that said decision shall be final and binding. A copy of the final decision of the Court of Appeal shall be sent to all parties of the appeal as soon as possible after the decision becomes final. Any penalty imposed by the Court of Appeal shall be effective immediately as stated in its decision. Penalties involving time, disqualification, suspension, or loss of points shall be made effective from the date of the conclusion of the event involved.

19. JUDICIAL CAMERAS

- 19.1. Throughout the Competition, all Competitors must have installed in their car a judicial camera. It is the responsibility of each Competitor to ensure that the camera is positioned in such a way that the track, the steering wheel and the pedals are clearly visible, that the camera batteries are sufficiently charged, and that the SD recording card is in place and has sufficient capacity to record all of the races in HD quality. The penalty (up to disqualification from the Competition) for non-compliance will be at the discretion of the Stewards. The weight of the camera system is included in the minimum weight of the car. The onus is on the Competitor to ensure the judicial camera has a wide enough field of view is switched on and recording for all Practice sessions, Battle Brackets, Heats, Semi-Finals, LCQ and Finals. The camera must work as soon as the car enters the pre-grid area and must not be switched off until it returns to the paddock. Championship Officials must be able to access the footage at all times during the Competition following a protest or otherwise. The images must be viewed using the equipment (computer) of the Competitor, who must ensure this equipment is working. The footage can be used only by the Officials and the Championship promoter. With the exception of cameras installed by the Championship TV contractor no other on-car/in-car video, still or motion picture cameras will be permitted without the written authority of the Championship Promoter. For the avoidance of doubt, Competitors may not use footage from the judicial camera for any commercial purposes including but not limited to any form of television broadcast (free to air, internet, pay per view, subscription, satellite, terrestrial) any other form of internet use, advertising, sponsorship or any type of public performance.

- 19.2. Throughout the Competition, all permanent Competitors must have (1) one judicial camera per car installed in their paddock awning allowing Officials all sides of all cars to record the number of personnel working on the car(s). It is the responsibility of each Competitor to ensure that the cameras are positioned in such a way that the car(s) and full working area are clearly visible, that the camera batteries are sufficiently charged and that the SD recording cards are in place and have sufficient capacity to record at all times when work is being carried out on the car(s). The penalty (up to disqualification from the Competition) for non-compliance will be at the discretion of the Stewards. The onus is on the Competitor to ensure that the judicial cameras are switched on and recording at all times when work is being carried out on the car(s).
- 19.3. Championship officials must be able to access the footage at all times during the Competition following a protest or otherwise. The images must be viewed using the equipment (computer) of the Competitor, who must ensure that this equipment is working. The footage may be used only by Race Officials and the Championship promoter. For the avoidance of doubt, Competitors may not use footage from the judicial cameras for any commercial purposes, including but not limited to any form of television broadcast (free to air, internet, pay per view, subscription, satellite, terrestrial) any other form of internet use, advertising, sponsorship or any type of public performance.

20. TEST EVENTS AND PRESS DAYS

- 20.1. The Championship Promoter may organize one official collective test session, which will be mandatory for registered Competitors. For Teams and permanent individual Competitors and their designated Drivers, there will be no other testing or practice at Championship venues from the closing of the entries until the last race of the season. Championship Competitors and Drivers may take part in other official Competitions even at those venues as long as the NRX Championship vehicle is not involved. Media or press days for Championship Competitions will only be organized in conjunction with the Championship promoter and use of the track at these days will be monitored to prevent them being used as a test session. Any breach of these rules will be examined by the Stewards of the next Competition. The penalty given is at their discretion.
- 20.2. Passenger lap sessions, open to Teams and permanent individual Competitors may be organized within Championship Competitions in conjunction with the Championship promoter, with the authorization of NRX.

21. ADDITIONAL PROVISIONS

- 21.1. Of the passes that will be allocated per Competition to each permanent Competitor, 15 will be of the Crew type for each two-car team. The allocation of these passes will be increased by 5 if the same team is fielding a third car, and by a further 4 with the entry of each additional car. In the event that one of these cars comes to abandon the Competition, the corresponding passes will be withdrawn from the Team. Each individual permanent Competitor will receive 8 Crew passes.

- 21.2. Only persons wearing a Crew armband shall be authorized to work on the car(s). A maximum of five armband wearers can be in direct contact/engagement with a car at any one time. These armbands can be swapped between personnel but only 5 Crew per car at any one time
- 21.3. For the avoidance of doubt, staff whose duties are solely connected with hospitality, sponsors, marketing, public relations or security are not considered Crew. Similarly, doctors, or the Team or permanent individual Competitor President, Chairman or Managing Director will not be included in the above figure. Before each Competition, the Team Manager of every Team, or permanent individual Competitor, will have to declare through the appropriate Team Personnel declaration form:
 - a) the name of the Team Manager
 - b) the list of the Crew pass holders
 - c) the list of the Spotter pass holders
- 21.4. Each Crew pass is linked to a member of the Team as per the declaration and cannot be swapped with another Team member at any time during the Competition.
- 21.5. The control period for passes starts when the scrutineering or the administrative checks begin, whichever happens first, and ends when the protest time is over.
- 21.6. Drivers, Competitors and Team personnel will be allowed to have track walks only at the times listed in the Supplementary regulations. No motorised or electrically assisted vehicles are permitted on the track walks.
- 21.7. Any measurement of the track surface, including the starting area (e.g., surface roughness, temperature, etc.), is forbidden.
- 21.8. The official time of the Event will be the local GPS time, as provided by the official timekeeping team and displayed on the timing screens.

APPENDIX 1 - Information to be included in the Supplementary Regulations

1. Nomination of the Organiser(s);
2. The name, nature and definition of the proposed Competition(s);
3. A statement that the Event is to be held under the specified rules;
4. Composition of the Organising Committee, which must include the names of the persons forming the Organising Committee, and the address of that committee;
5. Place and date of the Event;
6. A full description of the proposed Competitions including length and direction of the Course, classes and categories of vehicles admitted, fuel, restriction in the number of Entries, if such limitation exists, and/or in the number of vehicles allowed to start, etc.
7. All useful information concerning Entries (address to which they are to be sent, dates and hours of opening and closing, amount of fee, if such exists;
8. All relevant information concerning insurance;
9. The dates, times and nature of Starts, with indication of Handicaps, if any
10. Reminder of required documentation including compulsory Licenses;
11. Manner in which classification shall be established;
12. The place and time of the publication of the Provisional and Final Classifications. Should it be impossible for the Organizers to publish the classifications as stated, they shall issue, at the time and place fixed, accurate details concerning the measures they intend to take regarding the classifications.
13. A detailed list of prizes;
14. The names of the Stewards and of the other officials;
15. The locations of the official notice boards or the digital notice board;
16. A provision for postponement or cancellation of a Competition, if applicable.
17. Event specific tire type and tire technical/operating guidelines

AMENDMENTS TO SUPPLEMENTARY REGULATIONS

No amendments shall be made to the Supplementary Regulations after the beginning of the period for receiving Entries, unless unanimous agreement is given by all Competitors already entered, or by decision of the Stewards. Amendments restricted to the safe and orderly conduct of the Event may be made by the Organiser until the start of the Competition.