



2025 PROCEDURES

2024 MARITIME PRO STOCK TOUR PROCEDURES

1. WELCOME

1.1 The following is information on how events in the Maritime Pro Stock Tour (MPST) are organized and the rules that govern them. The rules, regulations and/or procedures set forth the guidance for the conduct of participants and conditions under which competitors will race. It is essential that you know and understand them. Every attempt will be made to apply them firmly, fairly, and justly. Ignorance of the rules will not be accepted as an excuse for infractions. The successful presentation of racing events requires that we each keep in mind that our first obligation is to the racing fan, which keeps us both in operation. When we offer consistently clean, well-controlled, and entertaining events, everyone will be successful. Most of you race as a hobby and we want you to enjoy it. No set of rules will please everyone. Our success in presenting entertaining, crowd-pleasing shows rests on clear communication and understanding of the rules and regulations.

1.2 Maritime Pro Stock Tour Ltd. reserves the right to final and non-appealable interpretation of all rules and specifications. Any situation not specifically covered in the rules or procedures will be decided upon by the Competition Director, or official in charge.

1.3 These regulations are a guideline. Since it is impossible to cover every anticipated situation, all descriptions may be subject to the EIRI (except in rare instances) rule. Rules are subject to change without notice.

1.4 For additional information contact:

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1.5 DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing and to establish minimum requirements for such events. These rules shall govern all events, and by participating in these events, all participants agree to be bound by all these rules and are solely responsible for ensuring they have fully complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The race director, tower coordinator or competition director shall be empowered to permit minor deviations from any of the specifications or to impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of the rules is left to the discretion of the officials. Their decision is final.

2. DEFINITIONS

2.1 Disqualification: To make a driver or car ineligible to participate in a race or meet with the loss of credit for an official finishing position, including the loss of prize money and points for that race or meet and possible suspension of driver, car owner, crew, or all the above. The decision to disqualify can be made before, during, or after a race or on the completion of the race meet. The length of any suspension is at the discretion of the Competition Director.

2.2 Illegal Drugs: Illegal drugs are those substances defined and prohibited by provincial or federal laws. Illegal drugs also include prescription drugs not prescribed for the participant.

2.3 Participant: A participant is any person taking part in any portion of a Maritime Pro Stock Tour event in any form, including but not restricted to drivers, car owners, crew members, sponsors, track officials, or pit area observers. All such persons shall be considered public figures who have by their own choice become involved in auto racing events with the Maritime Pro Stock Tour Ltd., with full understanding that he or she must abide by the rules and regulations established and published or announced by Maritime Pro Stock Tour Ltd. or participating facilities. All participants are responsible for their personal conduct.

2.4 Penalties: These are measures applied by officials to participants who require closer regulation of their behavior. Some rules have specific penalties defined for an infraction. Others leave it up to the judgment of the officials dealing with the problem at the time. Penalties may be applied to an individual, a group, or a car.

2.5 Race Meet: A race meet is, for the purpose of rules enforcement, the period between the opening and closing of the pit gate.

2.6 Restricted Areas: The rules and procedures apply to the entire venue in which the race meet is held. There are areas within the venue that have additional requirements. These include but are not limited to the pit area, spotter's area, tech area, tower, flag stand, and track. Within restricted areas, additional restrictions may be placed on access and activities.

3. GENERAL

3.1 All participants desiring admission to the pit area must be registered with each track online and capable of showing proof of registration using their cell phone before entering.

3.2 Maritime Pro Stock Tour events take place on private property. Any person on this property without the permission of the facility owner(s) or Maritime Pro Stock Tour Limited is guilty of trespassing and subject to the penalties prescribed by law. Through your registration, you are given the authority and privilege to be on the property in conjunction with racing activities. However, any time it is felt your presence or conduct is not in the best interest of either the sport of auto racing, your fellow competitors, the fans, management, officials, the employees of the facility or Maritime Pro Stock Tour Ltd., Maritime Pro Stock Tour Ltd. reserves the right to accept or reject any participant (car owner, driver, crew member) for any or all events.

3.3 Normally, no person under 16 years of age will be permitted in the pit area during a Maritime Pro Stock Tour event. Some venues may have different insurance carriers, which may allow exceptions.

3.4 Each person should present his/her own electronic waiver and pay his/her own admission.

3.5 Any vehicles, which enter the pit or track area, are entered at the vehicle owner's risk. Maritime Pro Stock Tour Ltd. assumes no responsibility for damage to or loss of equipment, vehicle, or any parts, by any means whatsoever.

3.6 Any person in a restricted area who refuses to obey the request of an official may be subject to further action by the Maritime Pro Stock Tour management or its designated officials.

4. DRUG AND ALCOHOL POLICY

4.1 General Prohibition: Possession or use of illegal drugs or drug substances, as defined above (sec. 2.2), is prohibited in any form, by any participant in the Maritime Pro Stock Tour, either on speedway properties or any area considered to be used in the operation of any Maritime Pro Stock Tour event, such as parking lots or leased properties.

4.2 Any person who has evidence of alcoholic beverages or marijuana about their person, or who is seen by an official taking either during a race meet, may be either denied admission or asked to leave the property, and may be subject to further action at the discretion of MPST or designated officials.

4.3 Any participant convicted of a formal drug charge by such process of the law will be prohibited from taking part in any MPST event from the date of conviction until further notice.

4.4 Right to Test: Maritime Pro Stock Tour Ltd. reserves the right to test any participant for alcohol and/or drugs.

4.5 Anyone under the influence of alcohol or suspected of using marijuana during a race meet may be evicted from the premises and could impact the car/driver that they are signed into the restricted area under.

4.6 Appeal and Hearing: Any participant suspended for violation of these drug and alcohol rules may be granted an appeal hearing by a board of officials designated by Maritime Pro Stock Tour Ltd., provided the suspended participant requests such a hearing, in writing, within 14 calendar days of the date of suspension. It is the responsibility of the suspended party to make such a request if a hearing is desired.

4.7 Prescribed Drugs: If a participant is using prescription drugs on the advice of a physician, such use must be reported to the pit steward or race director prior to the participants' entry into any MPST activities. Failure to notify could subject the participant to penalties prescribed above.

5. SUSPENSIONS AND REINSTATEMENT

5.1 Participants must be approved for competition by management. Decisions are based on a driver's previous experience, as well as his past and/or projected performance. All decisions are made in the best interest of competition, safety to the individual participant and all other participants, and in the overall best interest of the positive enhancement of the division, sport, facility, and participants.

5.2 After any suspension, rejection, penalty, or restriction from participation has been issued to the participant, whether verbally or in writing, Maritime Pro Stock Tour Ltd. reserves the right to review the individual's circumstances on a case-by-case basis, and after having done so, to make a decision at that time as to whether or not the person or persons involved should be allowed to continue competing in the Maritime Pro Stock Tour. Certain restrictions may apply. Participants may request one meeting with officials (in writing). Tour management must receive the written request within 48 hours of any penalty being applied to an individual or team.

5.3 **Drug and Alcohol Penalties:** Any person found to be in possession of, or under the influence of, an illegal drug or substance on any MPST contracted facility property, or any person who is formally convicted by a Court of law with illegal drug violations, will be suspended from competition and denial of further entry to MPST events for a period to be determined by Maritime Pro Stock Tour Ltd.

5.4 **Car Infraction Penalties:** Any tolerance will be at the discretion of the Chief Technical inspector. Their decision will be final. It is not their job to decide on a penalty. Any dispute that arises because of the chief inspector's decision will be addressed by the competition director.

Procedure for a car infraction that requires a ruling:

- Chief Tech Inspector feels penalties are necessary.
- Chief Tech inspector explains situation to the competitor, and they are unsuccessful in working out a suitable solution.
- Tech official looks up penalty and tells competitor what to expect and that he will forward the problem to the Competition Director.
- Problem is presented to Competition Director.
- Competition Director gathers facts from Tech Inspector and any possible concerns from competitor.
- All numbers and measurements resort back to the rules with zero tolerance.
- Competition Director and the Chief Tech Inspector converse and decide what penalty is in order using the penalty book as a guide. Should they disagree, the Competition Advisor is called in to assist in the decision.
- If two of the three rule one way or the other, that decision is final, and the Competition Director will then inform the competitor.

5.5 Non-Technical Penalties

These include **but are not limited to:**

- A team member or driver going to another competitor's pit area in anger, or for intimidation or goading purposes with no physical contact; going to another individual's pit area, or attacking an individual from another team anywhere within the facility (pit area, on-track between two drivers or any other scenarios) in anger and physically abusing that individual,
- Threatening or striking an official, track employee or sponsor
- Deliberate sabotage of another team's equipment, delay of event due to individual coming onto racetrack, going to the flag stand, tower, or race control to protest, or otherwise jeopardizes the flow of the racing program
- Any other violent or abusive scenario that arises.
- Breach of social media policy

In all instances, officials must see the incident or video evidence must be presented. Either party may present a complaint to the Competition Director. Any complaint must be accompanied by cell phone video of the accusation. Complaints must be filed, and video provided before leaving the facility.

The accused team will be notified by text or email of any complaint filed should they not be notified prior to leaving the facility.

There will be a grace period to work out any issues amongst teams prior to officials having to provide an outcome. Incidents reported to the Competition Director prior to the complainant leaving the pit area will be addressed. The aggressor and recipient will be given the opportunity to work things out amongst themselves, away from the track and with a cooling-off period allowed. If no solution is reported by text or email to officials by the complainant using this method, by 9:00 p.m. Atlantic Standard Time on the Monday following the complaint being filed, action will be taken by officials. Penalty will not be levied on race day by officials. No penalty will be given prior to a cooling off period by all involved.

If teams wish to not file a complaint or resolve complaints as stated above, officials may determine penalties are required in the best interest of the sport.

Any penalties that effect the crew chief position could extend to other participants that wish to take a vested interest in other cars they affiliate themselves with.

6. SAFETY

6.1 Safety is paramount at a race meet. Whether it is the care taken driving, avoidance of rowdiness that might lead to injury in steeply sloped stands or viewing areas, the use of jack stands or similar safety devices when working beneath a vehicle, use of a fire extinguisher when refueling, or other safety related procedures, we must all be aware of the inherent hazard that casualness toward safety can create in the racing environment.

6.2 Any participant who has been injured (no matter how minor the injury) must report to the first-aid attendants and the participating track management at the time of the accident.

7. PIT PARKING

7.1 Certain tracks may have paved or concrete stalls. Stalls may be rented by the facility or used on a first-come first-served basis. Each track has its own policy. Check with series officials for track policies.

7.2 No personal vehicles except golf carts, four wheelers, side by sides or scooters are permitted in a team's pit area. Track policy may not allow these types of vehicles in the pits.

8. RACE DAY SCHEDULE (Subject to track cooperation)

8.1 Pit gates open **approximately** 4½ hours before the posted start time.

8.2 Pre-race inspection begins as soon as pit gates open.

8.4 Pre-race inspection ends 1½ hours before the posted start time. A fee could apply for anyone requiring inspection after this time.

8.3 Practice, Drivers' Meeting and lineup times will be sent out prior to the event to each team as they fluctuate by track, weather, length of undercard and other factors.

9. DELAYS OR CANCELLATION

9.1 Whenever officials determine that continuing a race could be dangerous, the race or meet may be stopped and terminated at any point. Fifty percent of the advertised distance could constitute a complete race.

9.2 If a race or meet is shortened for any reason, drivers will be paid or credited for those races in which they participated.

9.3 After the initial round of qualifying heats are completed, on any given race date, rain checks may not be issued. Any remaining features will be rescheduled to another date. Only cars, which participated in the postponed date, will be eligible for the held-over portion of any affected meet. Should a race be postponed, it may be restarted from the beginning at the discretion of officials.

10. DRIVERS

10.1 The driver is that person who enters the racing competition on the track. A car is entered by number and in the driver's name. Drivers are responsible for the conduct of all persons signed in on their car. The driver shall be the sole spokesman for the car owner and pit crew in any matters pertaining to the meet. Penalties incurred by a crewmember may affect the driver. Car owners, crewmembers, sponsors, spouses, or associates of a driver may not represent a driver in any concerns, whether they are signed in as a crewmember or as a member of the audience.

10.2 Drivers must be 19 years of age or over, or 16 to 18 years of age provided they submit an official Notarized Minors Release, available from the MPST office, prior to their entering competition. Should a minor be the driver, one of their parents, legal guardians, or car owners (in that order) must be present should any incident that requires interaction with officials occur.

10.3 All drivers must fully complete a Maritime Pro Stock Tour competitor registration form.

10.4 There may be times when two or more individuals wish to share the driving of a car. The second (or more) driver will be considered a co-driver. Since various methods may evolve to determine when each will drive, no hard rules can be made. Consultations with the race director should take place to ensure compliance with the intent of the rules. In part, it must be clear who will be undertaking the responsibilities outlined above (section 10.1) and elsewhere in the rules and procedures. If the co-driver is a rookie this could further complicate matters.

10.5 Illness, work schedules or other considerations may require a substitute driver for a car, either for a race or an entire meet. Should this occur the substitute driver would represent the regular driver. However, the regular driver is still responsible for his car. Any action taken by the car, substitute driver, and/or crew, or by officials regarding the car, could affect the regular driver.

11. ROOKIES

11.1 A rookie driver must not have competed in **more than five (5) events** in any one season, or any other touring series or division, considered equal to or higher than the Maritime Pro Stock Tour. A driver who fails to start a MPST main feature will not be charged with a race against his rookie status provided he did not qualify a car and step aside.

11.2 Drivers seeking rookie status must make application to Maritime Pro Stock Tour Ltd. Acceptance or rejection can be made at any time at the discretion of the race or competition director. The driver must disclose all previous racing experience. If officials request proof of rookie status, the onus will be on the driver to provide it.

11.3 Should a registered rookie switch numbers during the season, he will be allowed to maintain his rookie status if he remains with the new number or returns to the original number. Any car switching should be done before registering for an event. Driver changes should be confirmed with the race director or tower coordinator prior to practice.

11.4 Rookie points will be awarded the same as car points (see section 16). However, a registered rookie must qualify and drive his own car to receive rookie points. A registered rookie may put a substitute driver in his car. The car would maintain its season point's standings. However, the rookie points would not be awarded unless the substitute driver was also a rookie meeting all the criteria. An experienced substitute driver cannot qualify the car, turn it over to the rookie, and maintain rookie points. A rookie driver cannot qualify the car, turn it over to an experienced substitute driver, and maintain rookie points. The pit steward or race director must be made aware of any driver changes. Driver changes that have not been directed to the officials but are later noted and confirmed (before the completion of the weekly standings) will be at the discretion of the race director or tower coordinator. Violators of the official notification rule could be penalized or removed from the rookie program at the discretion of officials.

11.5 Two or more rookies sharing the driving on one car will qualify for rookie status. They will be listed as one in the point standings. Acceptance will be at the discretion of the race director or tower coordinator.

11.6 End of year Rookie of the Year **award** will go to the rookie that finishes highest in points at the end of the season. The Rookie of the Race will go to the highest finishing registered Rookie in the main feature.

12. NUMBERS / SCORING

12.1 Each car entering competition will be assigned a number by MPST officials. The number may be used to identify all activity associated with that car and driver. In the event of duplicate numbers, the car with the highest points to date will retain its number for that event. The other car may appear as a different number on the scoreboard and results. Team cars will not be permitted to use the same number. Cars anticipating a duplicate number may consider placing a 5" high letter(s) behind their number for on track identity (preferably first letter of last name, province, etc.).

12.2 Each car entering competition will be required to use the AMB scoring system. **MPST TranX 260 transponders are available for rent on race day for \$30 each.** A transponder bracket **(\$25)** may be purchased from MPST officials. MPST transponders will be distributed, as required, by officials and must be returned to officials before the car leaves the facility. Failure to return MPST transponder for any reason will see replacement charges **(of not less than \$500)** applied. **Competitors can choose to purchase or rent their own transponder from "AMB Transponders" and have it approved and registered by the chief technical inspector. TranX 260 and TR2 are the only approved models.**

12.3 Timing in practice will be provided for all practices, for all cars that have completed technical inspection EIRI. Transponders will be verified in the first practice by scoring officials. Practice times will be used for line up purposes (see 18.5). Cars should use their transponder for all practices. Should a team not use a transponder at any time and the transponder fails once installed, the car will be placed at the back of their next event on that day (heat or feature).

13. CARS

13.1 A driver will sign in to only one car per event. A driver will only attempt to qualify one car per meet. Driver changes should be brought to the attention of the Pit Steward prior to the car going onto the track. In the event of a driver change, Maritime Pro Stock Tour officials reserve the right to re-handicap the car. Replacement drivers who are involved in situations may affect the regular driver.

13.2 Once a car has been signed into the pit area for any meet, the car number may not be switched to another car nor can a back-up car be used, nor can a different number be placed on that car. Any cars bought or borrowed in the pit area must not be raced under a different number until the next race meet. A held over feature is considered part of the meet in which it is raced.

13.3 Drivers, car owners, sponsors, crew members, or anyone associated with a car, shall have no claim against the racing facility, Maritime Pro Stock Tour Ltd., or its sponsors, officials, agents, or contractors by reason of disqualification, penalization or damage to vehicles, personal property, or personal injuries.

13.4 If a participant creates problems in the pit area, or other parts of the facility, the car they are associated with could be subject to further action by officials.

14. INSPECTION

14.1 It is mandatory for all racecars to attend pre-race inspection before being permitted on the track. All cars must meet the minimum requirements as outlined in the rules. However, situations may arise where the race director or official in charge waives the pre-race inspection to one car or any number of cars.

14.2 The deadline for pre-show inspections is 1½ hours before the posted start time. Cars on which inspection has not been completed by the deadline may not race or fines may be applied.

14.3 MPST officials reserve the right to inspect any car at any time. Officials will determine inspection items. Tech inspectors are not empowered to determine penalties but will be empowered to apply predetermined penalties (see 5.4).

14.4 Any illegal parts may be confiscated by officials. If the illegal parts are found in post-race inspection, the car could be disqualified. Refusal to forfeit illegal parts or refusal to tear down or to be inspected, or weighed, will result in disqualification, and could lead to suspension from further meets (see 5.4). Any car which failed inspection, or whose driver refused to allow a tear down or refused to allow their car to be checked by the officials could be required to prove their legality before they can participate in any future Maritime Pro Stock Tour meets. Officials will set the time and place for the check and the participant will pay a minimum of one hundred (\$100) for the first hour or part thereof and an additional 100 for each additional hour or part thereof, including travel.

14.5 Only the driver and one crewmember are permitted in the tech area with their car for post-race tech inspection unless specifically asked by the technical inspector. Anyone other than the driver and authorized crewmember for the car being inspected could be asked to leave the inspection area immediately.

14.6 In the event of a held over feature, any car found illegal at the completion of the entire meet could lose their highest finish of the meet.

15. ILLEGAL TIRES, ENGINES AND TRACTION CONTROL

15.1 Illegal tires, or tire regulation infractions that may appear to be an attempt to change the compound or construction of the tire, tampering with crate engine program or having been found with an obviously illegal built engine, and traction control will result in a suspension for driver, car owner and car number for up to one year from the date of the infraction. The crew chief may also be subject to the same penalties.

16. POINTS

16.1 All championship points (for banquet presentation purposes) will be awarded to the car.

16.2 If a registered driver is unable to continue racing due to mental health, illness, injury, work or life commitments, the team may apply in writing to Maritime Pro Stock Tour to have another driver become the registered driver going forward and assume the championship points earned to that date. Officials must approve of this driver change.

16.3 In the event of a substitute (or renumbered) car (must be registered at sign in), the original driver must remain. However, a substitute driver can be used in the original car (not a borrowed or bought car with the same number). Because some team may have more than one car, original car is defined as another car owned by the same car owner and must have been in their stable and known of by MPST officials prior to any switch of drivers. Officials must pre-approve any changes.

16.4 In a meet with a held over feature, where two features are held on the same day, any car unable to compete in the regular feature, due to mechanical failure or damage sustained in the held over feature, will be awarded last place points for the regular feature held on that day. Should a car break prior to the held over feature, and it was able to compete on the original date, it may be credited with last place points for the held over portion of the meet only. The intent of this rule is to not have a car lose points for two features in one day because of a held over feature.

16.5 Competitors are limited to one car for the entire day. All situations will be at the discretion of the officials and must be brought to their attention prior to the start of any affected feature.

16.6 In a meet with a held over feature to be run the next day, the qualifying driver at the original meet must drive the car. Exceptions will be restricted to sickness, injury, work, or life commitments at the discretion of the officials. The intent of this rule is to have the same competitors participating as advertised by the Track for the original event.

16.7 The Main Feature will award 200 championship points to the winner and decrease by two points per position. **The First non-qualified car will receive two points less than the last place car in the main and decrease by two points per position.**

16.8 All cars that lead a lap in the Main Feature will receive 1 bonus point. The car leading the most Main Feature laps will receive an additional 2 bonus points. On a restart, the car that was leading on the last completed lap will be credited with leading the green flag lap regardless of what the AMB scoring system shows for that lap, so long as the car in question remains on the pole.

16.9 Heat races will award 10 championship points to the winner and decrease by one point per position.

16.10 All cars that attempt to compete will receive a minimum of 100 points per event.

16.11 In the event of a tie for position in a race, the two positions will be divided equally for money and the higher points' position will be awarded to both competitors.

16.12 In order to compete in a race, a car should have made the initial on-track lineup (pass under starters stand under its own power) or taken the green flag to start the first official lap of the race prior to the leader completing one lap. With a field of less than 27 cars and all cars are guaranteed to start the race, any car that is not able to make the feature lineup will receive last place points. Any exceptions on a field of 27+ cars must be pre-approved by the race director.

17. PAYOUTS

A) For race payouts, refer to charts below:

17.1 Minimum Payouts

150 Lap Payout (new)

Position	Payout
1	\$4,500
2	\$2,300
3	\$2,100
4	\$1,800
5	\$1,700
6	\$1,650
7	\$1,600
8	\$1,550
9	\$1,500
10	\$1,450
11	\$1,400
12	\$1,375
13	\$1,350
14	\$1,325
15	\$1,300
16	\$1,275
17	\$1,250
18	\$1,225
19th to 26th	\$1,200
27th back	\$600

200 Lap Payout (new)

Position	Payout
1	\$5,000
2	\$3,000
3	\$2,600
4	\$2,400
5	\$2,200
6	\$2,000
7	\$1,800
8	\$1,750
9	\$1,700
10	\$1,650
11	\$1,600
12	\$1,500
13	\$1,450
14	\$1,425
15	\$1,400
16	\$1,350
17	\$1,300
18	\$1,250
19th to 26 th	\$1,200
27th back	\$600

17.2 Any time a team crosses the Confederation Bridge or Northumberland Ferry to compete, there is an additional \$100 **added to their race winnings.**

17.3 Year End Points Fund

The year end Points Fund will be distributed as follows:

Position	Payout
1	\$15,000
2	\$7,500
3	\$5,000
4	\$4,000
5	\$3,500
6	\$3,000
7	\$2,800
8	\$2,600
9	\$2,400
10	\$2,200
11	\$2,000
12	\$2,000
13	\$2,000
14	\$2,000
15	\$2,000

To be eligible for year end points money a car must have finished in the top **fifteen in points and participated in a minimum of 80% of the events. Year end points money will be pro-rated based on number of races attended.**

Championship winning driver must attend and participate at the yearend banquet to collect first place prize money.

17.4 Additional bonus money and/or awards could be distributed to participants either at each show or post season or both, based on criteria negotiated with the providers of the funds.

17.5 Riverside International Speedway IWK 250 and Scotia Speedworld Summer Clash 250 posted awards will be made available prior to these events.

18. QUALIFYING

18.1 For a field of 26 cars or less, all cars will make the show through heat races. For a field of 27-30 cars, twenty-four positions are available through the heat races plus two MPST Provisionals. For a field of 31-36 cars, 27 positions are available in the feature lineup. Twenty-four cars will qualify through the heats, one through the "B" Feature and two MPST Provisionals. For a field of 37 and above, 28 positions are available in the feature lineup. 25 cars will qualify through the heats, one through the "B" Feature and two MPST Provisionals.

18.2 The draw will take place at the beginning of the drivers meeting. Draw will take place with the fastest car in each heat drawing first, to the slowest car in each heat drawing last (see 18.5). The number of heat races will be determined by the number of cars entered in the event. Each heat race will be 10 laps in length and will have a maximum of nine cars.

18.3 Draw will have the same number of ballots as there are cars entered in each heat.

18.4 When the total number of cars entered in the event does not allow each heat race to contain an equal number of cars, the extra(s) will be added to the 1st heat, second heat and third heat in that order.

18.5 Qualifying heats will be separated by practice times. Cars will be divided evenly into heat races by their fastest practice time. This allows cars to race with their peers on that day.

- Once cars are divided by practice time, drivers will draw for their position within their heat.
- Heat one will be the slowest timed cars to the fastest timed cars in the last heat.
- A predetermined number of cars from each heat will start the feature "straight up" from the finish of their heats. (i.e.: Heat 1 cars will start ahead of heat 2 cars which start ahead of heat 3 cars). The slower the heat, the less cars that will qualify from that heat race to the front of the feature.
- The remaining cars will be added to the back of the feature in the order that they finish in their heats (heat 1 cars first non-qualifier, heat 2 first non-qualifier, heat 3 first non-qualifier, etc.
- Drivers with multiple wins will start behind drivers with fewer wins. For drivers with the same number of wins, their heat finish will determine the order they start from 11th on back.
- For example, on day one (no previous winners), with a field of 21 cars (three heats of 7): the slowest heat (heat 1) will make up the first three positions in the feature. The top five from heat two will start 4th through 8th and the top 6 from heat three will start 9th-14th. The remainder of the feature would see the first non-qualifier from heat one, the first non-qualifier from heat two, the only non-qualifier from heat three, etc.
- Any car that does not use their transponder in practice **or is deemed to "sandbag,"** may be subject to being put to the back of a heat at the discretion of the competition director or tower coordinator.

18.6 There could be instances where a driver may be excused from the drivers meeting (replaced by the spotter or crew chief with no draw privileges) provided it is agreed between the driver and the race director prior to the beginning of the meeting. Such happening would see the car placed at the rear in a heat race as designated by the Race Director.

18.7 Drivers not at the drivers meeting, when their turn to draw is called and have not been excused, will be placed at the rear of a heat race as designated by the Race Director.

18.8 A driver whose car did not report to technical inspectors prior to going onto the track for practice will be placed at the rear of a heat race as designated by the Race Director.

18.9 Should a car legitimately break (and be confirmed by tech officials) before going on the track for its heat race, it will be allowed to make repairs. If the repairs can be completed and the car is in the staging area prior to the cars heat race, the car in question will be allowed to compete.

18.10 Should a car fail to complete a green flag lap in heat races it will start the feature race from the scratch position if it has a provisional available and it is required (see section 19).

18.11 Any car in a heat race that draws a caution by himself or spins someone with apparent intention to cause a caution will be credited with last place in that race. Cars must lineup in race ready trim. No battery chargers, tire or oil warmers, etc. permitted. Tire pressures may be adjusted.

18.12 Qualifying formats are determined before the beginning of the racing. They are based on the number of entrants able to compete at the time of the draw.

18.13 A "B" Feature will only be run if more than seven cars have not qualified through the heats and not everyone is transferring to the feature (this requires a minimum field of 31 cars). The "B" feature lineup will be straight up based on the finish of the heats. Seven to nine cars lined up for the "B" Feature will be 10 laps; ten or eleven cars will be 15 laps, twelve or more cars 25 laps. The winner of the "B" feature will qualify for the Main feature and will start behind the cars that qualified through heat races, and ahead of any provisional.

18.14 In order to get credit for a finishing position in a race, a car should have made the initial on-track lineup (pass under starters stand under its own power) or taken the green flag to start the first official lap of the race prior to the leader completing one lap. With a field of less than 27 cars and all cars are guaranteed to start the race, any car that is not able to make the feature lineup due to accident or breaking in practice or a heat will receive last place points. Any exceptions on a field of 27+ cars must be pre-approved by the race director.

18.15 Riverside International Speedway IWK 250 and Scotia Speedworld Summer Clash 250 qualifying will be considered open style races and qualifying procedures will be made available prior to these events.

19. PROVISIONALS

19.1 At any track, track operators and MPST may make an agreement where additional cars can be added (at track operator's expense) to give their local cars, or cars of the track operator's choice (and agreed upon by MPST) a track provisional. Additional tour positions may be added by MPST.

19.2 Provisionals will not be charged to any car if there are 26 or fewer participants at the event or if it is announced at the drivers meeting that all cars make the show. Certain conditions could apply beyond a specified position. Any car requiring a provisional to make the main feature must have raced in the "B" unless it is verified by the technical officials that it was unable to compete.

19.3 Each car begins the season with one provisional. On a car's fourth, seventh, and tenth race of the season, it will add one additional provisional. Provisionals can be banked throughout the season. They cannot be carried forward into the next season except for full-time cars from the previous season, which can carry one forward to be added to their total for the current season. They cannot be used ahead of eligibility. Any cars added beyond 26th may have to meet certain criteria (e.g., stay on the lead lap, not be involved in a caution, maintain minimum speed, respect other competitors).

19.4 Eligible tour cars can be awarded a provisional based on point's standings. The first race of the season, Provisionals will revert to last year's points. In week two, two Provisionals will be available to full time cars from last years' points that participated in race one.

19.5 Starting in week three, all Provisionals will come from the current point standings. The number of available Provisionals any car may have accumulated will have no bearing on getting a provisional. Each car can only use one provisional at any one meet.

19.6 Cars may be offered a "START and PARK" option if officials determine the field is full and they have not yet made the main feature lineup. Cars on this option will not be charged with a provisional. They can stay in the race so long as they remain on the lead lap, are not involved (regardless of who or what caused) in a yellow flag situation, or do not run interference to any lead lap car. They will be credited for whatever finishing position they earn. Full time cars get the first option. This option is not available with a 25 lap "B" Feature.

20. LINEUPS AND ATTENDANCE

20.1 Cars will be lined up for heat and feature races in their proper starting order. Any car called to the lineup that does not come immediately will be positioned at the discretion of the pit steward.

20.2 Any car that has broken in practice will be considered a bona fide participant. It will count as far as bonus awards are concerned provided the race director accepts the break down as legitimate.

20.3 The race that a car is listed as being eligible for is the only race it may enter. No car may join a different race. No car may "Hot Lap" at the rear of a race EIRI.

20.4 Lineups will be determined from the list of cars that have checked in by the deadline time (90 minutes before the posted race time). Any car that checks in after the deadline time must be inspected (EIRI). **If a team experiences trouble getting to the track and expects to be late, contact an official or let someone at the track know you are on your way.**

20.5 Lineups will be listed on the lineup board at the MPST trailer or at another designated area. Drivers are responsible for knowing which event they are in and for getting to the lineup area on time.

20.6 Cars that do not make it onto the track and past the start/finish line before the leader completes one lap shall not be credited with entering that race, unless approved by the Pit Steward or Competition Director. **Full-time cars that have made every attempt to compete in the Main Feature, in the opinion of officials, and cannot start on time may be allowed to compete, starting up to ten laps down. EIRI**

20.7 Any car not in the Main Feature starting lineup prior to the beginning of driver introductions will wait on pit lane until the on-track activities are complete before entering the racing surface. It will then join the rear of the field EIRI.

21. PRACTICE

21.1 Only one division will practice at a time unless otherwise indicated by the official in charge. **There may be times where the field is split into groups, or a maximum number of cars are allowed on track at one time.**

21.2 Cars waiting to go on the track will line up on the pit line-up road.

22. RACE PROCEDURES

22.1 The race director, tower coordinator and/or flagman shall enforce flagging and track procedures. Anyone disobeying or ignoring outlined procedures, or a flag could be subject to disciplinary action.

22.2 Green Flag on starts and restarts - The leader of the race will start the race in the Start Box. The Start Box is an **approximate 100' area** of the racetrack, coming out of turn four that will be marked.

The leader of the race can start the race at any time within the start box. Cars will maintain pace car speed until the leader decides to power up within the start box. No speeding up, slowing down, and powering away. The second-place car should not go before the leader of the race. Should the leader choose not to start the race prior to exiting the start box, the flagman will throw the green flag at the end of the box. In the event of a false start the car or cars involved could be sent to the rear of the field, the back of the lead lap or instructed to switch positions with the row behind, at the discretion of the race director.

First-place car will choose the lane they wish to **start**. The second-place car will take the lane not taken by the leader. All other cars keep their positions.

False starts will receive a yellow flag and all cars will be expected to return to their start/restart lineup immediately. Those deemed to be responsible for the false start may be penalized at the discretion of the officials. Cars that do not maintain speed through the field could be warned or penalized over the radio, at the next restart, or at the end of the race, or could be singled out by the race director as passable before the start line.

Should the second-place car beat the first-place car to the start finish line and the first-place car was deemed to not have "laid back", spotters will have an opportunity to get their driver to allow the first-place car the position back. (Must take place before the end of the backstretch.) Should this not happen and a yellow flag is required, a penalty shall be awarded to the offending team.

22.3 Yellow Flag - Will be displayed when, in the opinion of officials, there is no immediate danger to anyone in competition and the field must be slowed to enable removal of debris or to facilitate cleanup. Once the yellow flag is displayed all cars will slow immediately, hold their position, and move into single file before they cross the start/finish line. Cars that do not slow down and get into line once the yellow is displayed, or cars that continue to race back to the start/finish line could be penalized at the discretion of officials.

The only exception to racing back to the yellow flag (qualifying races only) would be if the leader has already taken the white flag. Only then, would it be permitted to race back to the yellow and checkered flags. Should the last lap yellow/checkered situation occur, drivers are expected to exercise caution. The Main Feature should not end under caution. There may be times that once the leader takes the checkered flag, and then a yellow is required, the remainder of the field is expected to get in line and get through to the start finish line. There will be a minimum of two laps (green, white, checkered) to end a Main Feature. There could be instances where officials decide the next green will be the final attempt.

22.4 A competition caution will use a black and yellow checkered flag. Cars will be scored as they pass under the start finish line for that lap and not go back a lap for scoring purposes.

Competition Cautions – A maximum of 2 competition cautions will be called by race control during a 150 lap event. A maximum of 2 competition cautions will be called by race control during a 200 lap event. A maximum of 3 competition cautions during a 250 lap event and if there is a mandatory halfway break, that will be counted as 1.

In the interest of fans, these competition cautions will be displayed at set laps as outlined below.

A competition caution will be ruled as a “quickie yellow” and once the field is lined up, we will go back to competition as soon the field is relined and crossed over. These will not follow the “controlled caution” rules in section 23.10.

For a 150 lap event, the 2 competition cautions will be scheduled to come out at lap 40 and lap 80. If an organic yellow (regular race yellow) comes out after lap 30 or after lap 70, that will count as the competition caution. That message will be relayed by the race director to the spotters.

For a 200 lap event. The 2 competition cautions will be scheduled to come out at lap 60 and lap 120. If an organic yellow (regular race yellow) comes out after lap 50 or after lap 110, that will count as the competition caution. That message will be relayed by the race director to the spotters.

For a 250 lap event. The 3 competition cautions will be at lap 65, lap 125, and lap 180. If an organic yellow (regular race yellow) comes out after lap 55 or after lap 170 those will count as the competition cautions. Lap 125 will be the halfway competition regardless. That message will be relayed by the race director to the spotters.

Please note that in some cases for our marque events (250's) there can be different race procedures set forth by the race promotor or the Maritime Pro Stock Tour, these changes will be discussed during the pre race drivers meeting.

Also note if we are in a situation of an abnormal amount of cautions, these “competition cautions” may be removed at the discretion of the race director. In this case that information will be relayed to the spotters.

22.4 Red Flag - Is displayed when officials want the race to stop immediately. Should a red flag be displayed after the leader has taken the white flag the race could be restarted or if the red and checkered flags are displayed the cars will be scored as they took the white flag. Cars involved in bringing out the red flag on the final lap will be scored at the rear of the last completed lap if there is no restart.

22.5 White Flag - Indicates the leader has started his final lap of competition. All other cars will be shown the white flag to indicate their final lap regardless of how many laps they have completed. No car may receive assistance on the white flag lap to gain or maintain a finishing position. (i.e.: getting pushed across the start/finish line).

22.6 Checkered Flag - Indicates the completion of the race.

22.7 Black and Orange Flag - Is shown to a competitor who is having apparent mechanical difficulties (e.g., gas leak, body parts, hood up, fluid leaking, wheel pointing in the wrong direction, etc.). The competitor must go to the pits. Should he be able to make repairs, he can rejoin the field at any time during the race. Ignoring the Black and Orange flag could result in a Black flag.

22.8 Blue with Orange/Yellow stripe - Indicates the leaders are approaching. Drivers are expected to be courteous and observe this move-over flag and not run interference to the leaders.

22.9 Black Flag - Indicates a driver is under penalty. If, in the opinion of officials, the black flag was thrown because of over-aggressiveness or impatience on the part of the driver, the car may be allowed to continue once it has worked its way toward the rear of the field. A driver should immediately pull to the inside or outside of the track. Should the crew be able to communicate positively to the driver, often he simply must find the rear of the field or fall in behind a particular car and then proceed. This use of the black flag could be given for such things as not holding your position on a start or restart, racing through the infield, entering the track with little or no concern for competitors who remained on the racing surface, spinning someone out and he gets going without bringing out a yellow, and a multitude of other scenarios. If, in the opinion of officials, the black flag was thrown for a deliberate unsportsmanlike maneuver the offending car and driver could be disqualified for that race, that event, or additional events and subject to further action by MPST officials.

22.10 Should a car and/or driver receive several black flags for rough riding throughout the season, the car and/or driver could be penalized or suspended for an entire meet or longer.

22.11 Black flag penalties could result in a loss of positions, awarding of last place points and money for the effected race or meet, no points and/or money for the effected race or meet, and/or further action by officials.

22.12 Cars not capable of running within two seconds of the leader's pace for five consecutive laps could be parked. Cars that are deemed by officials to be unable to gain any positions by remaining in the race could be parked.

22.13 A part-time car in the pits and down several laps may not be allowed to rejoin the field without consultation with officials and an understanding between the two parties that the car cannot significantly improve its position, is not running for points, and will not interfere in any way with competitive cars. Competition tires, ignition box and transponder must remain on car.

23. RESTART LINEUPS

23.1 Whenever the yellow flag is thrown, cars are expected to stop racing and slow down immediately, hold their positions, get into single file as soon as possible, and continue back to the start/finish line. Cars which make it back to the start/finish line without incident will be lined up according to the last completed lap. Cars which brought out the caution, were part of the incident, or did not get back to the start/finish line with the field to take the yellow will be added to the scoring lineup and placed at the rear of the field (not the rear of the lead lap cars).

23.2 Once the yellow flag is thrown there will be NO passing coming back to the start/finish line unless it is the final lap of a qualifying race (Sec. 24.3). A car, which may have contributed to the situation and not lost positions, could be subject to disciplinary action.

23.3 On both red flag and yellow flag situations, lineups will be determined from the last completed lap.

23.4 There could be times where cars are lined up using the restart lineup.

23.5 Cars which cause two or more yellow flags in any race, may be parked.

23.6 Any competitor who, in the opinion of the Race Director, intentionally causes a yellow flag by stopping, spinning out or spinning another car will be penalized one lap and will not qualify for a Free Pass for the rest of that race.

23.7 Restarts will be double file.

23.8 Lapped cars must start behind the lead lap cars, in their current scored position (1 lap down ahead of 2 laps down, ahead of 3 laps down, etc.). Lapped cars are expected to drop to the rear of the lead lap cars and be prepared to line up as instructed and in a timely manner. Failure on their part to do so could result in a start at the rear of the field.

23.9 Cars involved in the caution or cars returning from the pits will start at the rear of the field whether they are laps down or on the lead lap. Lapped cars could be required to have maintained a minimum speed for several laps prior to a caution to stay in line and not be placed to the rear on restarts.

23.10 Controlled Cautions – Once a caution is displayed and the pace car picks up the field, pit lane will be open for cars to enter the pits. Cars may pull out of line at that time and pull up to the back of the pace car to signal they are entering the pit area. Teams will have a pre-determined number of laps to complete any work. After the pace car has completed the pre-determined number of laps, (4 laps for Scotia Speedworld, Riverside International Speedway and Speedway 660 and 5 laps at Petty Raceway and Oyster Bed Speedway) cars that entered the pits can come back onto the racetrack in the scored position that they were in, relative to any other cars that pitted and behind any cars that stayed out on the racetrack.

Should no cars show that they plan on pitting on lap one of the pits opening, the race director will call a “quick yellow”. In that case, the race would resume as soon as possible with no controlled caution. Once the starter has given the “one to go” signal to the field, the yellow flag will not come back out simply because a car went to the pits late.

Any car that pits prior to the pits being open will go to the tail end of the field on the restart. Any car that attempts to come back onto the track prior to being directed by an official will go to the tail end of the field on the restart. Any cars that return to the racing surface after the controlled caution has ended will join the rear of the field in the order they return to pit exit and behind all other cars that remained on the track.

Cars may change up to two tires (if permitted) and add fuel on the same pit stop with events requiring live pit stops. No quick dump cans or dry break fuel fillers are permitted.

24. FREE PASS CAR

24.1 The Free Pass is available in the Main Feature only prior to 20 laps to go (regardless of race length) to the finish. The first eligible car is the only car with an opportunity to receive the award.

24.2 The eligible car will be the first car the least laps down to the leader. The eligible car cannot be involved in nor have caused the caution.

24.3 Only one car per caution is eligible for the award. If that car disqualifies itself from eligibility for the award, no other car will become eligible on that caution and the car that rendered itself ineligible may be denied further eligibility for that event and will be moved to the rear of the field for the restart.

24.4 As soon as the caution is displayed the scorer will determine who the recipient is. The recipient will be broadcast over the radio by race control and to the announcer in a timely fashion. There is no requirement to pass the pace car. The recipient will fall in position as directed in the restart lineup and will be allowed to pit on this caution.

24.5 Should the recipient have any mechanical issues (i.e., needs to pit before scorer announces recipient, overheating, bad clutch, lack of understanding, etc.) that prevent them from following the direction they are under, the recipient's eligibility for the award could be denied. Should the spotter and driver not be able to make all of this happen they may be denied the opportunity and sent to the rear of the field, still one lap down with no further opportunities at the award for the remainder of the event. No other car will become eligible for the award on that caution. On-track officials will not be responsible for realining the recipient.

24.6 On a restart the entire field must complete one lap before the award is available (twice under the starters stand under green).

24.7 A car that has received any lap penalty in a Main Feature will be ineligible for the award for the entire event. They must race their way back onto the lead lap if possible.

25. RESTARTS

25.1 Once the field has been lined up, should someone pull out of the lineup, the remainder of the field simply moves ahead. If the field is doubled up, the row that the car dropped out of moves up. No re-crisscrossing is to take place on the track. Should a lapped car pull out of line and choose the rear following the doubling-up, it could be placed at the rear for each subsequent restart that day.

25.2 The green flag lap on a main feature restart will count as a completed lap. Cars in the main feature returning from the pits under caution must take the green flag on a restart (be ahead of the leader on the second scored lap following the restart) to avoid losing a lap in the pits. A subsequent yellow on the green flag lap could see that lap erased. Once the field has taken the green for a restart, should the yellow come out for any situation other than a false start, the lap will count as a completed lap. 25.3 Any car coming out of the pit area and joining the field prior to the restart lineup being completed must wait at the track entrance until the field is completely lined up and/or he is invited to join the field by the officials. Ignoring the officials' signal could result in a "stop and go" penalty or see the car sent to the rear of the field. A lead lap car coming out of the pits with less than 20 laps remaining (main feature only) would join the rear of the lead lap cars provided the field has not been doubled up. Should a lead lap car draw an intentional yellow (in the opinion of officials) it will start at the rear of the field, not at the rear of the lead lap cars, on the restart and could be further affected by sec 27.4.

25.3 Cars must hold their restart position and formation until the leader has started the race as described in section 23.2. No passing until you cross the start/finish line.

26. COMMUNICATION

26.1 Cars must have two-way communication and must provide their frequency to MPST officials. Frequency must be scanner friendly (it must be able to be monitored by multi-channel scanners without alteration to the scanner). A spotter must always monitor officials during the race in which the car participates. Instructions, lineups, penalties, general information could be broadcast over the radio, and the driver would be expected to follow through. Failure to follow broadcast instructions could result in penalties at that point or later.

26.2 All cars participating in the Main Feature must have an approved spotter sitting in the designated spotter's area with a listening device listening to the officials, and two-way communication with the driver. Maximum of one person per car in the spotters stand, unless approved by Tower Coordinator or Competition Director. Minimum spotter age of 14 unless approved by Tower Coordinator or Competition Director. Spotters are expected to relay communication from tower to driver in a manner that the driver understands. Should drivers not respond to tower direction in a timely manner, whether by not receiving the proper message or arguing the message, they may be subject to penalties. Should this situation continue to be a problem for a particular team, spotter may not be welcome back and the team may be told to find and train a new spotter. **Spotter needs to be readily identifiable by Spotter Official (Car number on both ears of headset, a piece of duct tape with car number taped on front of clothing, a clipboard with car number on the back being held up, etc).**

26.3 Spotter-driver communication may be recorded and used for spotter training or decision-making purposes.

27. OTHER SITUATIONS ON TRACK

27.1 Cars may pit at any time under green and must maintain a pit speed that is acceptable to officials.

27.2 Cars re-entering the track from the pit area, under green-flag conditions, must do so in a safe manner. They must allow the field to pass safely and remain on the high (or low) side of the track until they are up to speed and can blend in with the remainder of the field. Failure to maintain a safe speed in the pit area could result in parking of your race car for the remainder of the event.

27.3 Any driver, who in the opinion of officials, intentionally hits another car after the race is over or in a yellow or red flag situation, could be penalized, and/or disqualified from the race in question or the entire meet, or told to report to the stop and go official at the pit entrance or exit (depending on pit configuration) and/or temporarily held in the tech area, and could be subject to further action at the discretion of MPST officials.

27.4 Ill handling cars, or any car that is deemed to be causing unnecessary interference to the rest of the field, will be at the discretion of the officials.

27.5 Crew members should always remain in the pits unless otherwise directed by officials.

27.6 Cars on the track under yellow flag conditions that receive assistance (push truck, tow truck, official, crewmember, driver, etc.) will be treated as if they made a pit stop and placed at the rear of the field. Cars on the track under a red flag situation that simply require a push (human or vehicle) to get them restarted once the red flag situation ends will resume their place in the field.

27.7 Team spotters should make themselves aware of where the Safety team sits at each facility. If car catches fire the safest course is to drive as close as possible to the safety team. If that is not possible, the driver should get to the bottom of the track out of the racing groove, or to the infield, if possible, to allow safety crews access and increase driver safety as they exit their car.

27.8 Following the completion of each race, all drivers, except the winner and any others directed by officials, shall proceed around the track and enter the pit area slowly. Speeding or imprudent driving in the pit area at any time will not be tolerated.

28. DRIVER INTRODUCTIONS

28.1 Racecars and drivers will proceed to the front stretch and park, as directed by officials, in an orderly fashion. Driver should keep fire suit fully fastened, place helmet on the roof of the car, and stay by the driver's door of their car (unless there is a podium). When their name is called, they should wave to the crowd and shake the hands of the people in the reception line.

28.2 Only two crewmembers per car will be allowed on the track with the car during the Driver Introduction Ceremony. While the national anthem is played, the two crewmembers will stand side-by-side by the driver's door facing the flag. Crewmembers are expected to be dressed the same, either with team shirts or similar colored clothing.

28.3 Where pits are in the infield, pit crewmembers should stand side-by-side in their pit box and facing the flag while the national anthem is being played.

28.4 Following the national anthem, the driver will belt into his car and wait for the command to start engines. Once the driver is ready, the crewmember on the track with the car will raise one hand in the air.

29. VICTORY LANE

29.1 The top three finishers in the Main Feature will stop on the front stretch in the designated Victory Lane area (normally the turn four side of the start finish line). The drivers will be available for interviews over the PA system, and with the media, as directed by officials. The top three drivers will be available for photos wearing hats or holding signs as supplied by sponsors.

29.2 No crewmembers can approach a car on the racing surface, before, during, or after an event, without the presence of, and permission from, an official. One crewmember will be allowed to check tires (only), on the track in Victory Lane following the main feature, after receiving permission from the official assigned to that car. No one else is allowed near the car until the driver has gotten out. Should the driver need assistance, he will get it from the attending official, not a crew member. Drivers may be checked for smart watches, smart phones, or any other electronic device by an official prior to being released to victory lane.

29.3 Should the checkered flag not be returned to MPST officials following victory lane ceremonies, the winning car, or any other if it is determined they misplaced it, will have \$60 deducted from its payout for that race.

30. SOCIAL MEDIA POLICY

30.1 Any social media post (including but not limited to interviews, presentations, or opinions) that is deemed detrimental to the sport, the Maritime Pro Stock Tour, Tour sponsors, other racers, tracks and/or Tour staff will not be tolerated. Posts that MPST deems detrimental, abusive and/or in poor taste will be dealt with. The Policy applies to all teams associated with the Maritime Pro Stock Tour including but not limited to officials, drivers, crew members and car owners.

30.2 The first occurrence will see the author formally told to cease and desist and placed on probation. A second occurrence will see the author and/or their respective team suspended for a minimum of one race at the discretion of officials. Further suspensions up to and including suspension for a season could result in the event of any further posts.