

## NEW BPR TIERED LEAGUES AND SPIN AVERAGE RULES

May 18<sup>th</sup>, 2009

Back Pocket Racing (BPR) believes in creating a community of racers who are focused on being competitive, racing clean, and having fun. This requires that BPR admins create a racing environment that is structured such that each driver's performance is measured by both quantitative (what place you finish) and qualitative (how clean you drive) metrics.

Obviously, NASCAR drivers are most often recognized for how well they have finished in each race and in their final season points standing. But, there are also severe penalties for NASCAR's over-aggressive drivers.

1. Those who frequently crash will eventually lose their ride. Car owners, even those with deep pockets, can't afford to be constantly paying for new competitive racecars.
2. Peer pressure will always be significant. Needless to say, Tony Stewart would not be patient with anyone's recklessness while pushing to get to the front.
3. NASCAR has many types of disciplinary tools to deal with stupid driving including end-of the line, stop and go's, pass through's, fines, suspensions, etc.

BPR will keep its current points keeping system. However, we will add three new features to our racing programs:

1. We will run tiered racing leagues where drivers must qualify and earn the privilege to race in higher leagues starting with Trucks, then advancing to Nationwide, and then advancing up to Sprint Cup.
2. Racers in a given league must maintain an acceptable spins per race (SPR) average of less than 2.0 or will be demoted back to the next lower league.
3. Racers in a given league must maintain an acceptable spins per 100 laps (SPL) average of less than 2.0 or will be demoted back to the next lower league.

The following additional rules will apply:

- a. The new league rules will begin June 1<sup>st</sup>, 2009. All current participants will be allowed to continue to be grandfathered in as qualified in the leagues they are currently scored in. Any new BPR members must start in the truck league and work up to the Nationwide and then Sprint Cup.
- b. The "3 Spin Rule" will remain in effect such that any racer will be removed from any points league race immediately after having caused 3 spins during a single race.
- c. The 2010 BPR season will run strictly by these rules.
- d. The Craftsman Truck and Nationwide Series will run multiple 10 race seasons.
- e. The top 3 racers at the end of a given 10 race season (who are not qualified for a higher league) will be allowed to advance to the next level.

- f. Higher qualified racers can race in lower leagues but must be respectful of those trying to qualify to move up.
- g. The SPR and/or the SPL for a given season will not become a factor until a driver has participated in three events.
- h. Absences or provisional starts do not count in the SPR or SPA tally.
- i. A driver who spins and is at fault and successfully escapes before either a caution is called by the game or before he has made contact (in any way that causes damage to another racer's car) with any other racer will not be credited with a spin.
- j. Any driver may call for a review of a spin to determine who was at fault, even if the spin did not result in a yellow flag. Any driver confirmed as having caused a caution, caused a crash (no matter how many cars involved), caused another car to be penalized (Stop & Go or drive through – does not include someone in unassisted jumping start), or caused damage to another car will be credited with a spin.
- k. It is the responsibility of each race admin to keep an accurate, running tally of spins for each race and then submit via email the final spin count to the BPR Spin Count Administrator.
- l. Every caution will require a responsible name.
- m. All spin assignments may be protested and reversed or reassigned.