



2025 FloRacing Night in America presented by Kubota Rule(s) Bulletin, Race Procedures, & Points

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1.0 Drivers Meeting

- A.) It is the responsibility of all drivers to attend the drivers meeting. In most circumstances, the drivers meeting will be held prior to hot laps at the FloRacing Series official trailer or other designated area.
- B.) Any rule, format or schedule changes will be discussed at the drivers meeting.
- C.) All drivers will be responsible for information discussed at the drivers meeting. The drivers meeting is not a social gathering. Driver and/or team representative attendance and attention are mandatory.

2.0 On-Track Procedures

2.1 One Way Driver Communications

- A.) RaceCeiver or similar **one-way** radios are required to be used in every segment of an event. The FloRacing Series uses the default frequency of 454.0000. If you do not own a RaceCeiver, the series has new units available for purchase.
- B.) Race Director and Lead Scorer are the only people permitted to transmit on a RaceCeiver device. Use of any other type of radio is not permitted.

2.2 Starts

- A.) All original starts will be double file and start at the designated start zone. The start zone will be approximately two car-lengths in distance. The driver on the pole sets the pace and the FLAGMAN starts the race within the designated start zone.
- i.) Any driver jumping the original start will cause the start to be waved off and the driver shall receive a warning. If the same driver jumps the start again, they will be moved back a row.

2.3 Cautions

A.) Caution on First Lap

- i.) Once the green flag drops, the race is officially underway. On the original start and before one (1) complete lap is scored, if only one car is involved in a caution and stops on the track, that car will restart from the rear. If more than one (1) car is involved in a caution before one (1) lap is scored, all cars involved in the caution that came to a stop will receive their original starting positions, provided there are no penalties to be assessed and involved cars do not go to the cold or hot pit area. Any car who pits after the field has been assembled on-track must go to the tail.



B.) Caution Procedures After First Lap

i.) In the event of a caution, the car, or cars, involved in the incident that comes to a stop on the racetrack, will be sent to the rear. If a car spins or creates a caution and you make contact and stop, you are also part of the caution. All cars that are indirectly involved in the accident (spinning or stopping to avoid the wreck without contact made) will be given their position back.

ii.) In the event of either a caution or a red flag, after one (1) start has been attempted, any car that goes into the pits will rejoin the field at the rear.

iii.) In the event of a caution, all lapped cars will line up for the restart at the rear of the field by position on the racetrack, and according to the previously completed lap.

iv.) In the event of a caution, the field will line up for restarts in the order of the last completed green flag lap. In order to retain position, a car must have been in position for one (1) scored green flag lap.

v.) Laps will count when the leader plus three (3) cars cross the finish line.

vi.) Any driver that spins or stops and is charged with a caution, for the reason of being lapped or is about to be lapped by the leader, and brings out the caution, may be scored one lap down from that point onwards in the race.

C. Any driver, or any member of any team who works on the car during a caution, while the car is still on the track will be judged to have made a pit stop and will be sent to the rear. Only track or series official(s) may work on cars on the track. If the official(s) are unable to fix a problem, they may send the car to the pits. This rule also applies in the event of an accident. Do not get out of your car unless you are prepared to resume the race at the rear of the field.

D.) All cars pitting under caution in the Heat, B-Main or A-Main will be allowed to re-enter the race and will be scored if they make the one to go or restart signal. All cars that miss the one to go or restart signal will wait until the next caution to re-enter the race. No cars will be allowed any re-entering of the race once the entire field has gone by the flag stand after a restart. We reserve the right to amend this policy as needed or dictated by the layout of a given racetrack.

E.) Drivers will get two to three courtesy laps (depending on track size and configuration) to change a flat tire during the A-main only. The courtesy laps begin to count when the official starter indicates that the field is safe, all cars are out of danger and the competitor has reached the hot pit. Drivers will re-join the event at the tail of the lap they are scored if they make the one to go signal restart.

F.) A designated hot pit area will be announced at the drivers meeting. At tracks where the layout allows for a distinguished hot and cold pit area, cars entering the cold pit area during an event will not be allowed to re-enter the track unless they return before the one to go. There will be no courtesy laps awarded in the cold pit area.

G.) Once the caution flag is displayed, cars must slow down. The field will be put into correct running order in a single-file line. All cars one (1) lap or more down to the leader will be placed at the rear of the



single-file line. Once the correct running order is established the field will be placed in double-file restart order.

B.) Blend Rule

i.) In the event of an inadvertent caution caused when a driver appears to slow or spin and is able to keep going without stopping, the driver would be blended into the field where they rejoined at the time of the caution flag.

2.4 Lucky Dog Award

A.) In only the A-Main event, at each caution flag the first car that is one (1) lap down to the field will be given back a lap, provided that the first car one lap down is not involved in the respective caution.

i.) The Lucky Dog Award will be given until five (5) or less remaining laps for any A-Main event.

ii.) The highest running lapped car that is not involved in the caution period will be given one (1) lap back. In order to receive the lucky dog award, the driver must remain on the track. If the eligible driver exits the track, no alternates will be chosen. The Lucky Dog recipient may pit during the next caution after the race has attempted to restart.

iv.) A car will only receive a maximum of one (1) lap back per race. In the event that the highest running lapped car has already received the Lucky Dog, the next highest running lapped car that is not involved in the caution will receive the lap back.

2.5 Restarts

A.) The leader shall lead the field to restarts alone in their own row. Drivers from second through the rest of the field shall align double file at a choose cone. Once the field is in the correct order single file a "choose cone" will be placed in the middle of the track. Each driver must choose their lane prior to passing the cone double file behind the leader. Once a driver has passed the "choose cone", they cannot change the lane they chose.

i.) Double-file restarts will be used until the halfway point of remaining laps of any preliminary event.

ii.) Single-file restarts will be used within halfway of remaining laps of any preliminary event.

iii.) Double-file choose cone restarts will be used for the entirety of the A-Main event.

iv.) Series officials reserve the right to forgo use of double-file restarts at any time.

v.) In the event that a yellow must come out after the white flag has been displayed and the lap has been scored complete as per FRNiA rules, the subsequent restart would be with the green and white flag together for a one lap shootout to complete the advertised distance.

B.) All restarts must be nose to tail. The leader may accelerate at will in turn four (4). Drivers, other than the leader, may not pass until they have passed the original start zone. Doing so will be considered a jumpstart and result in positions being docked by however many cars you pass plus two (2) at the next caution period or at the end of the race.



2.6 Racing Off Track

A driver racing off the racetrack to gain a position may be black flagged and scored last.

2.7 Spin Outs

A.) Any driver that is involved in two (2) single car incidents during any A-Main event, resulting in a caution, will be black flagged from that event.

B.) Any driver that is involved in three (3) total incidents during any A-Main event, resulting in a caution, will be black flagged from that event.

C.) Drivers that draw an inadvertent caution when they slow or spin but are able to keep their wheels rolling and continue would be subject to blend into the position where they recovered.

3.0 Event Procedures

3.1 Scoring

A) Laps are counted once the leader and any three (3) additional cars cross the start/finish line. In the event of a caution the number of cars across the line will be scored by that crossing. Cars that have not crossed the line will revert to the last green flag crossing minus any cars involved in the caution.

B) Cars deemed to be involved in the caution will be put on the tail of the lap that they are on. Eg; if a car involved in a caution is one lap down, they would be placed at the tail of all the cars that are one lap down.

C) Transponder scoring will be utilized. It is the race team's responsibility to ensure that the transponder is charged and in working order and is mounted as per instructions and in the designated location. The Series will have transponders available if a team does not own one or it is not available.

Westhold (yellow) transponders will be used and One-Way Driver Radio (454.0000) must be used at all times. If needed by a team, transponders can be obtained at the series' registration trailer. Unless otherwise indicated in the drivers meeting, the scoring transponder should be in a pouch and SECURELY mounted to the bottom of the LF frame horn where the front bumper mounts. The yellow Westhold transponder should be mounted with the silver label pointed towards the ground and should be unimpeded by any metal or plastic.

D) Transponders will be used for scoring the event. In the event where drivers are deemed by the transponders to be in a dead-heat at the finish where there is no visual confirmation available, the driver on the inside shall be scored ahead of the driver on the outside. (Transponder location and mounting will be confirmed)

E) If a transponder is found to not be mounted in the correct location, a driver will be penalized two positions from their finishing position.



3.2 Race Format

A.) Hot Laps

i.) All Drivers will be allowed one (1) Hot Lap session per day. Hot Laps will be conducted in groups in order, as per the draw. Drivers/ teams are responsible for knowing what group their driver/ team is in. Lineups will be posted at the FloRacing Series Command Center trailer or other designated area in the pits as well as on the My Race Pass app. Drivers must Hot Lap in their assigned groups. If a driver does not make it to the staging area in time for his assigned session, that driver will not be allowed to Hot Lap.

B.) Time Trials

i.) Time Trials will determine the lineups for Heat Races

ii.) Drivers must Time Trial in the order that they drew. If the driver misses their Time Trial spot by more than one group, the driver will only receive one (1) lap at the end of the Time Trial line of their group. If the driver uses this option, the driver cannot start better than the first non-transfer spot in a Heat Race. Example: if four (4) cars are transferring, the highest starting position will be fifth (5th). Series reserves the right to allow drivers to go later in qualifying order, without penalty, if logistical reasons warrant.

iii.) It is the drivers / teams' responsibility to be in their Time Trial spot-on time. In most instances FRNiA Time Trials will be immediately after their Hot Laps.

iv.) In a case of thirty-one (31) or less entrants, heads up Time Trials will be used to set three (3) heat races. When thirty-two (32) or more entrants are registered, a group Time Trial format (Group A / Group B) will be used to set four (4) or more heat races.

v.) Cars will Time Trial two (2) laps back-to-back. Once the green flag is given to the driver to start the Time Trial run, there will be no wave offs. Drivers exiting the track will not be allowed to return to Time Trial.

vi.) Cars will either be weighed before or after Time Trials, depending on the layout of the current track, and will be announced at the drivers meeting. All cars that are judged to weigh light crossing the scales after Time Trials will lose their time and will start at the rear of a Heat Race. If there is more than one car that has been judged light, those drivers will be lined up at the rear of the Heat Races by the Time Trial order.

vii.) All cars must cross the scales at their sticker weight during Time Trials. There is no burn-off allowance for Time Trials.

C.) Heat Race Assignments

i.) Heats will be eight (8) laps unless otherwise notified in the drivers meeting.

ii.) The number of transfers and Heats will depend on the number of entrants and will be announced at the drivers meeting. In most cases, thirty-one (31) entrants or less will result in three (3) Heat Races;



forty-eight (48) entrants or less will result in four (4) Heat Races, forty-nine (49) entrants or more will result in six (6) heat races. Format and number of transfer cars may be adjusted, dependent on eligible provisional drivers and/or inclement weather and/or other logistical factors.

iii.) No car will be allowed to change Heat Race or B-Main assignment. If it is deemed by the series officials to be a rare and or uncontrollable circumstance, the series reserves the right to allow someone to change their assignment but will start from the rear.

iv.) Depending upon the number of heats, the top six (6) finishers from three (3) heats, top four (4) finishers from four (4) heats, or the top three (3) finishers from six (6) heats will transfer to the A-Main. All other drivers, in order of Heat Race finish, will go to either one (1) two (2), or three (3) B-Mains.

D.) B-Main Assignments

i.) B-Mains will be ten (10) laps unless otherwise notified in the drivers meeting.

****FloRacing Night in America officials reserve the right to modify the format at any time to accommodate inclement weather, event interruptions, a time curfew, rescheduling constraints, and/or additional extenuating circumstances.**

3.3 Changing Cars

A.) Drivers may change cars at any time between Time Trials and start of the A-Main. However, any change will result in the driver starting in the rear of his Heat Race, B-Main, or A-Main, whichever race comes next. If a driver chooses to change cars after Hot Laps, that driver will remain in his drawn position for Time Trials.

B.) If a driver chooses to change cars, that driver must present his/ her car for technical inspection before being allowed on track.

C.) During a multi-day event, a driver may change cars from one day of the event to the next and retain their assigned starting spot for their next scheduled race.

D.) It is the driver's responsibility to notify series officials of any car change.

E.) At all events, once the A-Main has pulled away from the starting grid, no car changes will be permitted.



3.4 Pre-Race Staging

A.) Any driver that arrives late to a staging area, either in the pits, or on the track, may be required to start that event from the rear of the field.

B.) A tech inspection may occur before each event. It is the driver's responsibility to be in line early enough to pass through technical inspection. If the driver is not in line early enough to pass through tech, this will result in starting the rear of the field or possibly missing that event.

3.5 Ten Minute Call

A ten-minute call will be given prior to each A-Main. At the expiration of the ten-minute call, the Heat Race transfers must have rolled from their pit stall. If a driver misses the ten-minute call, that driver will start the rear of the field. A grace period may be awarded to the B-Main transfers.

3.6 On-Track Safety Concerns

A.) During a caution period, if a driver has a personal safety concern or medical issue, they may stop at the infield official in turn four (4) for assistance.

i.) Helmet Changes: At the discretion of the Race Director, if a driver suffers a broken helmet or helmet accessory, the driver may be granted a helmet change and retain his position.

ii.) Medical Issues: At the discretion of the Race Director, if a driver suffers a minor medical issue (i.e. Asthma attack, need of inhaler), the driver may be given the necessary attention and retain his position.

iii.) Heat Advisory: At the discretion of the Race Director, during extreme heat conditions a driver may be granted a bottle of water and retain his position.

iv.) Other issues will be handled on a case-by-case basis.

v.) During a caution period a driver may not exit their car for any reason other than a safety related issue. Exiting your car on the track surface can result in a disqualification.

vi.) Hitting cars under caution or after a checkered will result in being disqualified for the balance of the event.

vii.) While under yellow a driver may stop to have their car looked at or to confer with a FRNiA official. There will be a designated location for this announced in the drivers meeting.

3.7 Provisionals

Standard Provisionals

No series provisionals are available for the first three events. Beginning with the fourth event, positions 23 and 24 in the feature will be reserved (if needed) for the two drivers highest in points with perfect attendance, who don't qualify for the feature event. Drivers will be limited to a total of two (2) provisionals during the series.



Emergency Provisionals

New for 2025 are emergency provisionals. Beginning with the fourth event, positions 25 and 26 will be reserved (if needed) for the two highest drivers in points with perfect attendance, who don't qualify for the feature event and are not able to take a standard, paid provisional. Each driver with perfect attendance is eligible for one (1) emergency provisional in addition to their eligibility for two standard provisionals in 2025

A driver, who utilizes an emergency provisional will receive full points for their finishing position in the future, but will not receive any pay until they advance past the start money.

For example, if a feature pays a \$1,000-to-start, a driver finishes in position 11, which pays \$1,500, the driver's payout will be reduced by the start money, and will receive a total payout of \$500.



3.8 Championship Points

A Feature Points

Position	Points
1	87
2	81
3	78
4	75
5	72
6	69
7	66
8	63
9	60
10	57
11	54
12	51
13	48
14	45
15	42
16	39
17	36
18	33
19	30
20	27
21	24
22	21
23	18
24 & Below	15

B-Main Points (For Each B-Main)

Position	Points
1st Non-Qualifier	5
2nd Non-Qualifier	5
3rd Non-Qualifier	5
4th Non-Qualifier	5
5th Non-Qualifier	5
6th Non-Qualifier - Last Non-Qualifier	3



3.9 Points Tabulations

A.) A driver's best 8 finishes count toward the championship point fund.

B.) If a point's event is canceled for any reason after the completion of time trials but prior to the night's A-Main being contested, all paid entrants who have competed in (at least) time trials, a heat race, or a B-Main will receive 15 show-up points for the event.

***Exception:** If ALL B-Mains are completed prior to event cancellation, any driver who did not earn a starting spot or a provisional for the feature via preliminary action will receive points acquired from respective B-Main finish. Any A-Main qualified competitors will receive 15 show-up points.

C.) If the 2025 champion enters and competes in all contested series events, he or she will receive \$75,000 for the championship as a perfect attendance reward. Otherwise, the 2025 FloRacing Night in America championship pays \$50,000.

D.) If less than eight (8) races are completed by the series, all race points earned by competitors will count toward championship point fund

E.) The first tiebreaker for any point's position is number of wins. The second tiebreaker for any point's position is total number of events entered. The third tiebreaker for any point's position is total number of Top-5 finishes. Final tiebreaker for any point's position is total number of Top-10 finishes. If all tied drivers meet all above requirements, then the nightly show-up money and/or point's fund money will be divided equally between tied drivers.

3.10 FloRacing Night in America Bonuses, Incentives, Tow Money & Entry Fees

A.) New for 2025, the eight highest drivers from the 2024 series points, who are in attendance at the first event of 2025, will each receive \$500.

Beginning with the second event, a driver who is in the Top-8 in series points will receive \$500 tow money. If a driver, who is in the Top-8 in points, is not in attendance at an event the next highest point's driver in attendance will receive the \$500 Top-8 show-up money.

B.) Top-2 drivers in points get two free team passes, respectively, starting with second event.

C.) Perfect attendance drivers receive free entry fee, starting with the second event

D.) At each driver's meeting two drivers will be randomly drawn to receive a free Hoosier Tire. Begins at first event.

E.) At each driver's meeting two drivers will be randomly drawn to receive \$150 each. Begins at first event.

F.) Nightly entry fee is \$100 unless otherwise noted for specific events.

G.) Non-Feature starters will receive \$50 non-qualifier money unless noted otherwise for specific events.



3.11 Unsportsmanlike Conduct

Unsportsmanlike Conduct or Aggressive Actions: Any driver/ crew member/ participant found by FloRacing Night in America officials to be engaging in unsportsmanlike, inappropriate or aggressive behavior that affects the orderly conduct of an event, the interests of dirt late model racing, or FloRacing Night in America will receive a penalty. This includes any aggressive action towards another competitor, team member or a FloRacing Night in America official by a driver/ crew member/ participant including arguing, yelling, or raising your voice when talking to an official, touching the official in any physical way. Drivers are solely responsible for the actions of all team members. In the event that a team member shows unsportsmanlike conduct, FloRacing Night in America officials may penalize the driver/ crew member/ participant for the actions of the team member in addition to any penalty to the team member for his/her actions.

Penalties may include, but are not limited to, disqualification from the event as well as possible future probations and indefinite suspensions from future series events.

4.0 TECHNICAL BULLETIN:

- All cars must be teched before a car can compete in any type of competition
- Standard Super Late Model body rules apply. (Universal Lucas/WOO Late Model Rules)
- All technical rules, suspension or otherwise will apply. (Universal Late Model Rules)
- The following droop rule is in place. 51" max measured 6 inches in-board of the left rear T-bar with the left rear tire ONLY off the ground. Up to 1/2 of an inch over is a 4-position penalty. Over 1/2 of an inch up to 1 inch over is an 8-position penalty. Anything over 1 inch is last place. Chain limiter required with maximum of one 1-inch puck.
- 8-inch spoiler max with 8-inch sides
- No data acquisition or traction control allowed at any time.
- **Weight Rules:**
 - Open engine – 2350 lbs.
 - 1 lb. per lap burn off – Feature Only – (example: 50 lap feature = 2300 lbs. after race)
 - Spec, Steel or 525 – 2250 lbs.
 - 1 lb. per lap burn off – Feature Only – (example: 50 lap feature = 2200 lbs. after race)
 - ALL lead must be painted WHITE and secured with (2) "1/2" inch bolts for each piece of lead.
 - All cars must scale during qualifying. All transfer cars for heats, b-mains (LCS), and top 5 of the feature event must scale. Scales will be designated during the drivers meeting.
- **Safety Rules:**
 - Drivers must have a working fire extinguisher
 - Drivers must have a Hans or hybrid head and neck restraint
 - Drivers must have complete driving suit, shoes and gloves



- **Tire Rules:**

- Compounds for each event will be posted in advance. (NO 29.0 / 92.0 on Front Tires or Left Rear Tire at any event)
- Tire testing can be performed at any time during the event.
 - Drivers who have tire samples collected for lab testing will have all purse monies held by series officials until tire samples have been found to match benchmark samples. Once samples have cleared the lab the purse monies will be released and mailed to noted car owner.
- Two sealed tire sample bags (Sample Bag A and Sample Bag B) will be collected for each tested tire. Each sample bag will be signed by a team representative and a series official.
 - Both Sample Bag A and Sample Bag B will be retained by the series.
 - Sample Bag A will be submitted to the Primary Testing Lab. If contents of Sample Bag A are found to meet the required benchmark, the purse money from the accompanying event will be mailed to the team car owner.
 - If Sample Bag A's contents are found to not meet the required benchmark, the series will submit Sample Bag B to an Alternate Testing Lab. If contents of Sample Bag B are found to meet the required benchmark, the purse money from the accompanying event will be mailed to the team car owner.

However, if Sample Bag B contents are also found to not conform to the required benchmark, the driver will be disqualified from the event, forfeiting all purse money and points from the event. The driver will be responsible for paying all accompanying tire test costs before being allowed to enter another FloRacing Night in America event.

The driver will also be on probation for the remainder of the 2025 FloRacing Night in America season. Any additional failed tire tests will result in the driver violating his probation and being suspended from the balance of the 2025 FloRacing Night in America season.

- **Transponders**

- Westhold (yellow) transponders will be used and One-Way Driver Radio (454.0000) must be used at all times. If needed by a team, transponders can be obtained at the series' registration trailer. Unless otherwise indicated in the drivers meeting, the scoring transponder should be in a pouch and SECURELY mounted to the bottom of the LF frame horn where the front bumper mounts. The yellow Westhold transponder should be mounted with the silver label pointed towards the ground and should be unimpeded by any metal or plastic.
- All transponders must be turned in after the event. Failure to return your transponder will result in not receiving your check until it is returned. If not returned you will be charged \$500
- Payout will be after the feature at the designated track location as identified in the driver's meeting. Please be courteous to all the tracks on the FloRacing Night in America presented by Kubota schedule and please take all your tires with you!