

The Villages Motor Racing Fan Club



February 5, 2014

2014 Race Package Changes

- Statically set the car ride height and eliminate the pre-race and post-race front height rules and inspections
- A square leading edge on the splitter
- Side skirt and rear fascia adjustments
- An 8-inch rear spoiler
- 43-inch by 13-inch radiator pan

Daytona spoiler size is 4.5 inches tall. This is 0.5 inch taller than previously.

Deterrence System

Specifies exactly what disciplinary action will be taken depending on the type of technical infraction listed from warnings to six penalty levels.

- The system starts with warnings (W) issued for very minor infractions, then are grouped into six penalty levels – P1 (least significant) to P6 (most significant).
- Lower P levels list penalty options from which NASCAR may select (fines or points) while higher P levels are an all-inclusive combination of multiple penalty elements (points and fine and suspension, etc.).
- Repeat offenses by the same car are addressed via a “recurrence multiplier,” i.e. if a P4 penalty was received and a second P4 or higher infraction occurs in the same season, the subsequent penalty increases 50% above the normal standard.
- Behavioral infractions are still handled on a case-by-case basis and are not built into the W, P1-P6 structure.

Deterrence System

- Warnings are issued instead of penalties for certain types of minor, first-time infractions.
- P1 penalties may result from multiple warnings to the same team.
- P2 penalties - violations such as hollow components, expiration of certain safety certification or improper installation of a safety feature, or minor bracket and fasteners violations.
- P3 penalties - violations such as unauthorized parts, measurement failures, parts that fail their intended use, or coil spring violation.
- P4 penalties - violations such as devices that circumvent NASCAR templates and measuring equipment, or unapproved added weight.
- P5 penalties - violations such as combustion-enhancing additives in the oil, oil filter, air filter element or devices, systems, omissions, etc., that affect the normal airflow over the body.
- P6 penalties - violations such as affecting the internal workings and performance of the engine, modifying the pre-certified chassis, traction control or affecting EFI or the ECU.

Deterrence System

Appeals Process continues to provide two tiers for resolving disputes.

- On the first level before a three-member Appeals Panel, NASCAR has the burden of showing that a penalty violation has occurred.
- On the second and final level, only a NASCAR Member is allowed to appeal and they have the burden of showing the Final Appeals Officer that the Appeals Panel decision was incorrect.

Bryan Moss, former president at Gulfstream Aerospace, has been selected as the Final Appeals Officer.

Qualifying Format

At oval tracks measuring 1.25 miles in length or larger, qualifying will consist of three rounds:

- The first qualifying round will be 25 minutes in duration and includes all cars. The 24 cars that post the fastest single lap time will advance to the second round.
- The remaining cars will be sorted based on their times posted in descending order.
- There will be a 5-minute break between each qualifying round.
- The second qualifying round will be 10 minutes in duration and the 12 cars that post the fastest single lap time will advance to the third and final round. The fastest remaining cars earn positions 13th through 24th based on their times posted in descending order.
- The third and final qualifying round will be 5 minutes in duration and the fastest single lap time will determine positions 1st through 12th in descending order.

The new qualifying format does not apply to the Daytona 500.

Qualifying Format

At oval tracks measuring less than 1.25 miles and road courses,
qualifying will consist of two rounds:

- The first qualifying round will be 30 minutes in duration and includes all cars. The 12 cars that post the fastest single lap time will advance to the second and final round.
- The remaining cars will be sorted based on their times posted in descending order.
- There will be a 10-minute break between the two qualifying rounds.
- The second and final qualifying round will be 10 minutes in duration and the fastest single lap time posted will determine positions 1st through 12th in descending order.

Qualifying Format

Adjustments

The teams will be able to adjust during their qualifying rounds and in the breaks of their qualifying rounds.

- If it's during the round when the track is hot, there can be one crew member over the wall that must wear a helmet and he can perform the adjustments which are tape, tire pressures and wedge.
- During the breaks, it will be three crew members when the track is cold, and they will go over the wall to perform those duties.

The exceptions to this are Daytona and Talladega qualifying. There will be no changes allowed during the rounds.

Championship Eligibility

- The top 15 drivers with the most wins over the first 26 races earn a spot in the Chase Grid provided they have finished in the top 30 in points and attempted to qualify for every race (except in rare instances).
- The 16th Chase position will go to the points leader after race 26, if he/she does not have a victory. In the event that there are 16 or more different winners over 26 races, the only winless driver who can earn a Chase Grid spot would be the points leader after 26 races.
- If there are fewer than 16 different winners in the first 26 races, the remaining Chase Grid positions will go to those winless drivers highest in points. If there are 16 or more winners in the first 26 races, the ties will first be broken by number of wins, followed by driver points.
- Prior to the start of the Chase, all Chase Grid drivers will have their points adjusted to 2,000, with three additional bonus points added to their total for each win in the first 26 races.

Championship Format

- The first round (3 races, 27-29) will be called the Challenger Round. If a driver in the Chase Grid wins a Challenger Round race, the driver automatically advances to the next round. The remaining available positions 1-12 that have not been filled based upon wins will be based on points. Each will then have their points reset to 3,000.
- The second round (3 races, 30-32) will be called the Contender Round. If a driver in the top 12 in points wins a race in the Contender Round, the driver automatically advances to the next round. The remaining available positions 1-8 that have not been filled based upon wins will be based on points. Each will then have their points reset to 4,000.
- The third round (3 races, 33-35) will be called the Eliminator Round. If a driver in the top eight in points wins a race in the Eliminator Round, the driver automatically advances to the next round. The remaining available positions 1-4 that have not been filled based upon wins will be based on points. Each will then have their points reset to 5,000.

Championship Format

- Additionally, drivers who are eliminated in the Challenger, Contender and Eliminator Rounds will have their points readjusted. Each eliminated driver will return to the Chase-start base of 2,000 (plus any regular season wins bonus points), with their accumulated points starting with race 27 added. This will allow all drivers not in contention for the Sprint Cup title to continue to race for the best possible season-long standing, with final positions 5th-through-16th still up for grabs.
- The 36th and final race of the season will be for the Sprint Cup Championship. The highest finisher in that race among the remaining four eligible drivers will win the Sprint Cup title. Bonus points for laps led will not apply in the season finale, so the official finishing position alone will decide the champion.

Seventh Championship



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