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ROCKY MOUNTAIN MIDGET RACING ASSOCIATION

REGULATION

The name of this organization is the Rocky Mountain Midget Racing Association, here-in called RMMRA, the Club, and Association. RMMRA is a non-profit corporation organized in the state of Colorado with the objectives:

- To conduct midget auto races which are safe, fair, and enjoyable to members.
- To maintain beneficial relations with related organizations and individuals.
- To promote interest in midget auto racing in the Rocky Mountain area.

OVERVIEW:

This regulation is in two parts, the By-Laws and the Race Rules/Specifications

The By-Laws define the organization, leadership, and operation of the club, as indexed on page 2

By-Laws are set and changed only by the Participating general Membership

The Race Rules define the conduct of race events, competitors, race cars, and awards, as indexed on page 3

Race Rules are set and changed by the Board of Directors, Officers, and Officials

Page numbers refer to second two digits on each page; first digit on each page refers to year of issue of rule document

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ROCKY MOUNTAIN MIDGET RACING ASSOCIATION

BY-LAWS

ARTICLE I

Membership

- Section 1.** Any person of good moral character shall be eligible for membership subject to approval by the Board of Directors.
- Section 2.** Membership dues and fees are established by the Board of Directors and published annually. **See current addendum for dues schedule.**
- Section 3.** Memberships are divided into two categories as follows:

Associate Member

1. Associate memberships are intended for individuals who are interested in, or who wish to support, auto racing and/or the RMMRA without actually participating in the races.
2. Such membership entitles the members to all the rights and privileges as granted by the RMMRA excluding the right to vote.
3. Such membership is from year to year and expires at midnight, January 31st of each year unless renewed prior thereto.
4. Such membership shall not be limited by age or sex.
5. Such membership shall be recognized for admission to the pit area provided such member meets qualifications or requirements of track and/or insurance.

Participating Member

1. Participating membership shall be required for all persons who wish to participate in any race meet sanctioned by the RMMRA.
2. Such membership entitles the member to all the rights and privileges as granted by the RMMRA, including the right to vote.

3. Such membership shall be limited to persons who are 18 years of age or older unless given specific approval for such membership by the Board of Directors.
4. Such membership is from year to year and expires at midnight, January 31st of each year unless renewed prior thereto.

5. Life Member

Life Membership may be conferred by the Board of Directors upon any person who may be considered as entitled to such an honor by virtue of standing, or service to RMMRA. Such membership does not entail dues, but shall continue to require the payment of registered owner and/or registered driver fees and pit fees, while active as such.

Any member may nominate any person for consideration as a Life Member by the Board of Directors, and such membership, if so confirmed, shall be by a four-fifths vote of the outgoing Board as their last official act.

Life membership shall be automatically conferred on all Champion Drivers who, upon retirement, shall become exempt from all dues and assessments.

All Life Members shall be entitled to all of the rights and privileges granted to a Participating Member, including voice and vote at meetings and elections.

Inactive Life Members (living out of state, etc) shall not be counted in the total of Participating Members for purpose of determining necessary quorums for meetings.

6. Guest Privileges

The President and Secretary shall have the authority to designate who is to be considered a guest. All non-members will be treated the same for any event. Guest car owner and driver privileges may be extended for a maximum of two races per season.

RMMRA guests shall not be required to be members of the RMMRA, but may be charged a temporary permit fee, and are NOT covered by RMMRA club insurance. Guests will be required to abide by RMMRA rules, including spec. tires, engines, etc. in whole, or as modified by the President to fit circumstances.

RMMRA employees are not considered to be guests and shall be required to be members of RMMRA.

7. Registered Car Owners

All cars participating in any event sanctioned by the RMMRA shall be registered

by the owner with the RMMRA and such registration is limited to Participating Members in good standing.

Such car registration is from year to year and expires at midnight, January 31st of each year unless renewed prior thereto.

8. Registered Drivers

All drivers participating in any event sanctioned by the RMMRA shall be registered with the RMMRA and such registration shall be limited to Participating Members in good standing.

Such driver registration is from year to year and expires at midnight, January 31st of each year unless renewed prior thereto.

Section 4. New applicants shall submit a standard application form accompanied with the appropriate dues and/or fees to the Secretary, who will present the application to the Board of Directors for approval. Approval by a majority of the Board of Directors shall be sufficient for granting the membership.

Section 5. All dues and/or fees accompanying an application which is not approved shall be returned to the applicant.

Section 6. Upon acceptance of renewal, all members shall receive a membership card clearly stating the type of membership granted.

Section 7. All types of memberships, including Registered Car Owners and Registered Drivers, shall be nontransferable.

Section 8. The Board of Directors shall have the right to terminate any membership upon the receipt of a written petition of five or more members and subject to a hearing at which the aggrieved member may present his or her side of the case. A four-fifths vote of the Board of Directors shall be required to terminate the membership only after the said member is asked to voluntarily terminate membership. The decision of the Board is final.

ARTICLE II

Management

Section 1. The affairs of the RMMRA shall be under the management of the elected Board of Directors and the Officers.

ARTICLE III

Board of Directors

Section 1. Powers: The management of all the affairs, property and interests of the

RMMRA shall be vested in the Board of Directors and in addition to the powers and authority conferred on said Board of Directors of the RMMRA and by the laws of the State of Colorado, the Board of Directors shall exercise all powers and do all such lawful things and acts as are not by statute or by the Articles of Incorporation required to be done or performed by the members; provided, however, that all by-laws shall be enforced and respected until and unless the same have been duly amended.

- Section 2.** **Vacancies:** All vacancies in the Board of Directors, however caused, may be filled by the affirmative vote of the majority of the remaining Directors or the remaining Director, even though less than a quorum, at any meeting held prior to the filling of such a vacancy and the Director or Directors thus elected to fill any vacancy shall hold office for the unexpired term of the predecessor.
- Section 3.** **Number of Directors:** There will be five members of the Board of Directors, consisting of active car owners, drivers and members who have been Registered Car Owners, Registered Drivers, or Participating Members of RMMRA for the previous two years. The President and Vice President will be two of the five Board Members.
- Section 4.** **Representation:** The RMMRA Board of Directors shall be limited to one owner or driver or member per owner-group, including multiple car teams.
- Section 5.** **Election:** Election to the Board of Directors shall be by secret ballot, at the Annual meeting held in the month of October by RMMRA, after election of President and Vice President. The candidates receiving the highest number of votes of the attending Participating Members shall be declared elected to the Board. Board members shall be elected for one-year terms and may be re-elected to subsequent terms without limit. See **Article V., Sec. 6 re quorums necessary.**
- Section 7.** The RMMRA Board of Directors so elected shall assume office immediately following election. However, the outgoing Board shall be responsible for the Annual Awards Banquet for the year of their term.
- Section 8.** **Meetings:** Board of Director meetings may be held within or outside the State of Colorado and a majority of the Board of Directors shall be necessary at all meetings to constitute a quorum (except as in Sec. 2, above). There shall be no regular meetings of the Board of Directors, but meetings may be called at any time on 72 hours notice by any duly elected Officer or Board Member of RMMRA.
- Section 9.** **Tenure:** The Board shall be subject to replacement at any time, for just cause, only by vote of the full majority of the Participating Members at a Special meeting of the Association. Otherwise to hold office from year to year until successors are duly elected.

ARTICLE IV

Officers

Section 1. **Election:** The elected Officers of the RMMRA shall consist of the President and Vice President. The President and Vice President shall be voting members of the Board. Officers are elected to one-year terms, and may be re-elected to terms without limit.

The President and Vice President shall be elected by the attending Participating Members at the Annual election meeting. In the event that there are more than two candidates for either office, a primary vote shall be held for that office. The two candidates receiving the most votes will then be placed on the final ballot for voting for each office. **See Art V., Sec 6 re quorums necessary.**

Section 2. **Tenure:** The Officers shall be subject to replacement at any time, for just cause, only by vote of the **full** majority of the Participating Members at a Special meeting of the Association. Otherwise, to hold office from year to year until successors are duly elected.

Section 3. **President:** The President shall serve a term of one year and shall preside at all meetings of the general membership and Board of Directors of the RMMRA; shall countersign all certificates, contracts, and other instruments of the RMMRA; and shall perform all other duties incident to the office as Executive Manager of the business of the RMMRA as follows:

1. The President or authorized representative shall establish all race dates; conduct all negotiations with track owners, promoters, and other organizations and shall enter into agreements and/or contracts to the benefit of the objects and purposes of the RMMRA.
2. The President shall appoint all Committees and Race Officials, advising them of their duties and the nature of their reports and/or conduct; the President shall be an ex-officio member of all committees, may attend their meetings, and is entitled to both voice and vote. Such appointments are subject to the approval of the Board of Directors.
3. The President shall keep the Board of Directors fully informed and shall conduct meetings with it concerning the business and activities of the RMMRA. The President shall have full voice and vote at such meetings.
4. The President is entitled to a vote in all matters as a regular

member in good standing. However, when a question arises which affects the Office of the President or the President individually, the President shall relinquish the chair to the next succeeding officer present as long as the issue is under discussion. The President may retire from the meeting area, but shall not be required to do so.

Section 4. Vice President: The Vice President shall exercise such powers as are conferred from time to time by the President and/or the Board of Directors of the RMMRA. The Vice President shall have the power to act in the stead of the President in the absence of or the inability of the President to act. The Vice President shall have full voice and vote at meetings of the RMMRA Board of Directors, same as Sec.3, Para.4, above, entirely.

Section 5. Secretary/Treasurer: The offices of Secretary and Treasurer may be combined when it is in the best interests of the RMMRA to do so. The duties of each office shall be defined separately, but shall be combined when both offices are jointly served

1. The Secretary/Treasurer or Secretary and Treasurer shall be appointed by the Board of Directors, and may attend Board meetings, but not be a member of the Board, or vote as such, unless separately elected as a Board of Director member.
2. The Secretary shall have charge of the RMMRA records and minutes of all meetings of the General Membership and the Board of Directors; shall maintain a current membership file; and shall have printed and distributed to the listed members, officers, and race officials, as nearly as is practical, a current list of owners and drivers prior to the first scheduled RMMRA event of the season. The Secretary shall keep the necessary records to determine the point standings of cars and drivers throughout each racing season, shall perform such acts and duties as are incident to office and as are assigned by the President.
3. The Treasurer shall have custody of all monies and securities of the RMMRA and see that proper books are maintained, and shall render to the Board of Directors from time to time as may be required, an account of all transactions and of the financial condition of the RMMRA; shall deposit in and draw checks on the RMMRA account which shall be in a Commercial Bank to be designated by the Board of Directors; shall keep a record of all monies paid out in the form of salaries, gratuities, car awards, etc., and at the appropriate time send such recipients the forms required by the Internal Revenue Service; and shall perform all other such duties and acts as are incident to the office or may be assigned by the President or by the Board of Directors.
4. The Board and/or President may appoint assistants as needed to

help the Secretary/Treasurer in above duties.

Section 6. **Vacancies:** Vacancies in any office from any cause shall be filled by appointment by action of the Board of Directors. Such appointment shall be for the unexpired term of the predecessor.

Section 7. The President and Vice President shall assume office immediately upon election. However, the Secretary/Treasurer shall assume office within 60 days following election in order to provide for a transitional period.

ARTICLE V

Meetings

Section 1. **Call for Meetings:** Notice of all meetings for election or rules making must be made as fully as possible to all Participating Members of RMMRA. **See Sec. 6 re Quorums.**

Section 2. **Place:** All meetings of the members shall be held at a place determined by the Board of Directors, which must be unrestricted and generally available and convenient to Participating Members. The place at which the meetings are to be held shall be stated in the call of such meeting.

Section 3. **Time:** There shall be a minimum of two meetings of the general membership per year at the times designated by the Board of Directors. One meeting shall be the Annual (election) meeting and shall be held on a regular business day in the month of October. Another meeting shall be the Regular (membership) meeting and shall be held on a regular business day by January 31 of the new season. Notice of the Annual and Regular meetings shall be given at least 15 days in advance of the scheduled date. The hour of such meetings shall be generally convenient to Participating Members.

Section 4. **Special Meetings:** Special meetings of the members, and/or groups such as owner/driver, may be called by the President, Vice President, Board of Directors, or not less than 30 percent of the members entitled to vote at the meeting. Notice of special meetings shall be given at least 7 days in advance, and must state purpose of meeting.

Section 5. **Voting:** At all meetings of the members, the voting may be by show of hands or via voice, except for elections, which will be conducted by secret ballot. Other rules regarding voting are as follows:

1. During the Annual meeting under the Order of Business, Election of Board of Directors/Officers, only those Participating Members in good standing whose date of membership precedes the date of the last sanctioned race of that calendar year shall be eligible to vote.
2. In matters involving a special group such as owners and/or drivers, the President may limit the right to vote to the group involved.
3. There shall be no proxy votes permitted.

Section 6. Quorum: A quorum for any Annual, Regular, or Special meeting of the membership shall consist of 30 percent of the Participating Members in good standing. At a meeting of particular groups called at the discretion of the President, such as drivers and owners, a majority of the group involved shall constitute a quorum. (Round-off fractions to nearest whole number to determine quorums).

Section 7. Order of Business: At all meetings of the membership, the order of business shall be as follows:

1. Calling the meeting to order with proof of notice of the meeting.
2. Reading the approval of the minutes of the last meeting.
3. Financial Report.
4. Reports of Officers and the Board of Directors.
5. Reports of Committees.
6. Unfinished business and general orders.
7. Election of the Board of Directors/Officers, when applicable.
8. New business and miscellaneous business.
9. Adjournment.

ARTICLE VI

Committees

Section 1. The President shall establish such committees and shall appoint a Chairperson for each committee as is necessary to conduct the affairs of the RMMRA. The President and the Director of Competition shall be ex-officio members of all committees and shall have both voice and vote therein.

Section 2. Technical Committee: Shall be responsible for the examination of and adherence to the RMMRA rules governing the technical and safety specifications as they apply to both car and driver, shall check and examine all cars and drivers for compliance with said rules at the beginning of each season, and throughout the season as deemed necessary for the safety of all participants and spectators.

Section 3. Membership Committee: The Board of Directors shall serve as the Membership Committee and shall rule on membership eligibility under the

by-laws governing membership.

- Section 4.** **Conduct:** All committees shall keep the President/Board of Directors, and Race Officials apprised of their recommendations and decisions; shall, as required, provide a written report of their recommendations for action by the President/Board of Directors and such other officials and members as may be affected by their actions; shall have the right to incur minor, incidental expenses necessary to the discharge of their duties without prior approval by the Board of Directors; but not to incur any major expense or obligation without prior approval by the Board.

ARTICLE VII

Race Rules

- Section 1.** The RMMRA shall produce and cause to be distributed, as are the by-laws, an approved rule book. Such rule book shall be approved by the Board of Directors who shall have the right to revise or supplement except as noted in specific rules. The rule book shall be used at all races sanctioned or conducted by the RMMRA.
- Section 2.** The RMMRA reserves the right, in an emergency, to use and enforce any rule stated in the then current United States Auto Club (USAC) Official Competition Rules not contradictory to or stated in the RMMRA rule book.
- Section 3.** **Acceptance of Rules:** Every Participating Member, guest, or group of persons who undertakes to organize or participate in an automotive test, event or competition sanctioned or conducted by the RMMRA shall be deemed to be familiar with these rules and their application and attendance shall constitute acceptance of the RMMRA rules.

ARTICLE VIII

Conduct and Appeal

- Section 1.** Any by-law violation, rule infraction or conduct reflecting negatively on the objects and purposes of the RMMRA or auto racing in general may result in a fine, and/or a suspension, and/or loss of membership, by action of the Board of Directors.
- Section 2.** An aggrieved member or members shall have the right of appeal from any action against them by any Officer, Race Official, or Member. They shall submit in writing the purpose or cause for the appeal to the Board of Directors. The aggrieved member shall be allowed a hearing before the next scheduled race whenever possible by the Board of Directors, and

shall have the right to present their issues at that time.

Section 3. The Board of Directors **cannot** modify or cancel any action or decision which would change the result of a completed race, such as order of finish or prize money / trophy award.

The Board may change or modify a Race Rule or a disciplinary action or a penalty.

The Board may deduct from an owner's or driver's point totals as a disciplinary action, or to correct a scoring error, but may not add points, except to correct a scoring error.

The Board may direct Officers and Officials regarding future events and judgments and may replace Officials if an appeal or other circumstances so warrant.

ARTICLE IX

Salaries

Section 1. The RMMRA, by action and approval of the Board of Directors, shall have the right to pay salaries and give gratuities or awards to the President, Vice President, Secretary/Treasurer, Race Officials, employees and such other persons necessary in the proper conduct of the activities of the RMMRA.

ARTICLE X

By-Laws and Adoption

Section 1. The Participating Members shall, from time to time, have full power and authority to make and to subsequently add to, change or amend, such by-laws as they may determine are necessary to regulate and govern the management of the RMMRA, save only as restricted by law or the Articles of Incorporation.

Section 2. Amendments to these by-laws shall require a two-thirds majority vote by the attending Participating Members at a general membership meeting.
See Article V, Sec 6 re quorums required.

Section 3. These by-laws were originally adopted by the members and the Board of Directors in 1958. The current revision was done at a meeting held on January 24, 2003 and shall be in full force and effect from that date.

ROCKY MOUNTAIN MIDGET RACING ASSOCIATION

RACE RULES and SPECIFICATIONS

RULE I

JURISDICTION AND ADMINISTRATION

- 101. Effective Date:** These rules and regulations shall become effective January 14, 2003 and shall supersede all previous rules and regulations, bulletins or supplements and all of the rules and regulations herein shall be subject to the by-laws of the RMMRA.
- 102. Authority:** The RMMRA Board of Directors shall have the right to revise, change, amend or supplement these rules and regulations from time to time when, in their judgment, such change shall be in the best interest of the RMMRA but not contrary to the by-laws of the RMMRA. The Board shall ensure that all rules are enforced and shall act upon all matters stated or included in these rules and regulations.
- 103. Application:** These rules and regulations shall apply to all members and employees of the RMMRA; shall be in force at all RMMRA sanctioned race meets, trials, test or other activities that shall require the application of such rules and regulations; and shall be applied equally without favor or prejudice in accordance with the by-laws of the RMMRA as stated herein.
- 104. Liability:** All members and employees of the RMMRA, track owners, promoters and guests attending, viewing or participating in any activity coming under the sanction or authority of the RMMRA formally agrees to be bound by these rules and regulations and by a current modification of them; and, recognizing that automobile racing is a hazardous undertaking, assumes all risk by reason of participating in, or attending such racing activities; and does for themselves and their heirs, executors and assigns, and administrators and successors, release and discharge the RMMRA, its membership, officers, employees or administrators, successors and assigns, from all liability for personal injuries that may be received, and from all claims and damages for injury to person or property growing out of or resulting from any event, race meet or any other activity or competition whatsoever contemplated or held under these rules and regulations or caused by any construction or condition of any track or location, equipment, cars or other device used therefore. Furthermore, the rules and regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all RMMRA events and, by participating in these events,

all RMMRA members are deemed to have complied with these rules. No express or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guaranty against injury or death to participants, spectators, or others.

RULE II

SANCTION

- 201. Agent:** The President, with the authority granted by the by-laws of the RMMRA, shall authorize any and all sanctions; shall determine the ability and reliability of track owners, promoters, person or group of persons to meet the requirements of such sanction; shall determine the suitability of the track upon which a sanctioned race meet is to be conducted; and shall have the right to revoke any sanction for just cause.
- 202. Supplemental Regulations:** There may be from time to time, the need for modified and **supplemental regulations by a track owner, promoter or other parties who have received a RMMRA sanction**. Such requests shall be negotiated with the President of the RMMRA who shall have the right to approve such supplemental regulations; however, such approval shall not be inconsistent with the by-laws of the RMMRA. The President shall communicate all such supplemental and modified regulations to the Director of Competition, and they shall communicate same to the competitors. All competitors are responsible to become informed of same by attending pit meetings and other advisories.

RULE III

RACE OFFICIALS

- 301. Scope:** In order to conduct and provide suitable competition, the RMMRA shall establish so far as practical, a team of race officials. Such officials shall be appointed by the President, and approved by the Board of Directors; shall be members in good standing; shall attend, if possible, all RMMRA sanctioned race meets and perform their assigned duties. In the absence of an official at any given race meet, the President shall appoint a member in good standing to serve in that vacancy for that race meet only.
- 302. Definition:** There shall be, whenever possible, the following race officials serving at each RMMRA sanctioned race meet:

1. Director of Competition / Assistant Director of Competition
2. Flagman (Starter) / Assistant Flagman
3. Pit Steward
4. Pit Gate Manager
5. Chief Judge
6. Judge (The number of judges shall be at the discretion of the President and Chief Judge)

303. Duties: The duties of the race officials shall be as follows:

1. **Director of Competition:** The Director of Competition shall be responsible to the Board of the RMMRA and to the President. The scope of the Director's authority shall be considered in affect from the time a participant, member, guest or any other persons enters the pit gate until all activities and races have been completed. The Director of Competition shall have complete authority over, and supervision of, all activities while an RMMRA sanctioned event is in progress; shall enforce and strictly adhere to the rules and the regulations of the RMMRA; shall coordinate with the other race officials for the conduct of the race meet; shall hold a pit meeting with drivers and owners prior to the start of competition for each race meet and inform them of any changes, regulations, rules or conditions that may effect the competition.

Director of Competition Ruling / Appeals: During a race meet, there shall be no appeal from a decision of the Director of Competition except in the case of a decision contrary to a stated rule or regulation. When in the opinion of the aggrieved person, the decision of the Director of Competition is in direct conflict with a stated rule or regulation applying directly to the issue in question, they have the right to immediate appeal to the President. If the President is unavailable or is directly involved in the issue, the appeal is to be to the Vice President. If the Vice President is unavailable or is directly involved in the issue, the Director's ruling stands.

2. **Flagman (Starter):** The flagman shall be responsible to the President and Director of Competition; shall supervise all drivers and cars by voice and visual signals: shall have complete control over the cars and drivers while they are on the track; shall ensure that only participants in good standing have entered the track for any test, practice laps or competition under all circumstances: shall be satisfied that the proper driver is in the proper car and has complied with the rules and regulations of the RMMRA shall

marshal all of the participants into the proper order for each class or event; and shall, in coordination with other race officials, bring the participants to the starting line in proper order before starting the race.

Assistant Flagman: The Assistant Flagman shall be responsible to the Flagman, shall carry out the Flagman's directives, assist in the duties of flagging, and shall continually observe the drivers, cars, and track and be prepared to notify the Flagman of any condition affecting the race in progress.

3. **Pit Steward:** The Pit Steward shall be responsible to the Director of Competition, and shall have the complete supervision of the pit area while a race meet is in progress; shall arrange the field by notifying the drivers and owners of their respective position for practices, time trials, and races; shall observe and enforce pit pass regulations; and expel from the pit area all unauthorized persons or those guilty of misconduct under the rules and regulations of the RMMRA.
4. **Pit Gate Manager:** The Pit Gate Manager shall be responsible to the Secretary/Treasurer and to the Director of Competition and shall verify members, nonmembers, and guests and collect the appropriate pit fees, together with the proper signatures on the pit entry forms provided; and shall be in charge of all matters relating to pit gate operation.
5. **Chief Judge:** The Chief Judge shall be responsible to the Director of Competition and shall be in charge of timing and recording the time for all cars participating in the time trials; shall rate all of the cars according to their times at the conclusion of the time trials and promptly furnish the Pit Steward with that information; shall keep the lap score of all competitors in each event, showing the total laps accomplished and the relative position of each car for each lap; shall provide the Flagman with a restart lineup in the event of the need to restart an event or correct a position in the field; shall prepare a report of all finish positions and the times for all events, said report to include the lap and reason for withdrawals during an event; and shall provide the Secretary/Treasurer, within 24 hours, the time trial results, finish positions and the time for all events to the best of their ability.
6. **Judges:** Judges shall be responsible to the Chief Judge; shall carry out the instructions of the Chief Judge: and shall assist in the scoring of an event.

RULE IV

RMMRA RACE EVENTS

- 401. Scope:** Contained in Rule IV are the specific rules, regulations and information that apply to the conduct of a racing event sanctioned by the RMMRA. The subjects covered include, but are not limited to, pit conduct, participant conduct, actual race procedure, visual signals used by the Flagman, violations, and qualifying.
- 402. Pit Regulations:** The pit area is under the supervision of the Pit Steward and the following rules and regulations apply specifically to the pit area:
1. Pit passes shall be obtained at the pit gate entrance and shall be worn in plain view at all times.
 2. No person in the pit area shall stand, sit or otherwise be on guard-rails, track walls or fences.
 3. No person from the pit area shall obstruct the entry to or be permitted on the race track other than in the performance of their official duties or unless they have been granted permission by a race official.
 4. Failure to properly display the pit pass, or appearance, or conduct detrimental to the RMMRA, shall be sufficient cause for such pit pass to be revoked without refund and the offender to be removed from the pits.
- 403. Visual Signals:** Two types of visual signals may be used for all RMMRA sanctioned races, and both are under the control of the Flagman. The primary signals are colored flags displayed by the Flagman at the starter's position or tower. The secondary signals are colored lights placed strategically around the perimeter of the race track. All drivers and persons on the track shall be constantly alert to and act in accordance with the colors displayed as follows:
1. **Green Flag and Light:** The display of the green flag is used to start or restart a race and is only the only official start. The green flag and the green light are continuously displayed during the race to indicate clear and safe track conditions.
 2. **Yellow Flag and Light:** The color yellow means **CAUTION SLOW DOWN, MAINTAIN POSITION AND DO NOT PASS**. In the event the yellow flag is shown, it indicates some track or participating car condition is hazardous to the race and all cars shall immediately slow down and hold their position without passing. The leader of the race shall slow down to parade lap speed and the balance of the field shall close up behind the leader. The green flag will not be displayed until all the cars are closed up and the race-course is clear. When the green flag is displayed, the race is resumed.

3. **Red Flag and Light:** The color red means **DANGER - STOP IMMEDIATELY AS SAFELY AS IS POSSIBLE**. The display of the red flag warns of an immediate danger to the participants and the race is halted.
 4. **Black Flag:** The color black indicates a hazardous car condition or a driver violation, and the driver so signaled shall go to the pit area on the next lap.
 5. **Crossed Flags:** Two furled flags held in a crossed position are displayed to show the race is one-half complete.
 6. **White Flag:** The white flag is displayed to indicate "one lap to go."
 7. **Checkered Flag:** The black and white checkered flag is displayed to the first car and subsequent cars to indicate that the race is completed.
- 404. Conduct of the Race:** All cars entering the track area for participation in any type of race event are under the supervision of the Flagman. Drivers shall be familiar with and observe the rules and regulations of this section, especially directed to the conduct of the race.
1. **Violations:** Violations observed by the race Officials shall be cause for consultation with, or penalty to, the competitor. The loss of one or more laps, loss of position on the starting grid, and / or finish, or other penalty, including disqualification, as deemed appropriate for the offense, shall be imposed by the Director of Competition.
 2. **Method and Moment of Starting:** Starts shall commence with a flying start and the actual moment of starting shall be when the Flagman displays the green flag.
 3. **Starting Speed:** The lead pole position driver shall determine the speed, within limits set by race officials, of approach under the direction of the Flagman. All other drivers must maintain their position on the grid until the starting signal is given by the Flagman
 4. **False Start:** A false start occurs as a result of a spinout, accident, or misaligned start following the starting signal, but before one full lap is completed. The yellow flag will be displayed. Following a false start, the race will be restarted with the original lineup, except for the cars that were involved in the incident causing the false start, which will be placed at the back of the field. Thus a spinout causing a false start will count as the first spinout for all cars involved and as a restart for those cars. Any car not restarting will be scored behind all cars which do restart.

5. **Order of Starts and Restarts:** The order of start will be determined by the Director of Competition and race Officials.
- a. Order may be according to draw, points standing, qualifying, or finish of previous race / race event.
 - b. Order may be partly or fully inverted as circumstances warrant.
 - c. Order may be modified by Officials, as determined for penalties or other judgments (rookies, mechanical problems, causing the restart, etc).
 - d. The number of restarts allowed per car may be limited by the Director of Competition and race Officials.

405. Restarting a Race: When a race is restarted having once been slowed under the yellow flag, stopped under the red flag, or for any other reason, the order of the restart position of the remaining cars and any other instructions will be given to the drivers by voice or visual signal by the flagman, and other race officials. Once a car is restarted, any subsequent stop/start will cause the car to be placed at the back of the race field, unless the stop was called for by race Officials. Once all other cars are ready to race, any car that was not started will be allowed the time for the field to complete one lap and then must go to the pits if it has not started.

1. All cars continuing in the race will line up single file in order of their position on the last complete green flag lap, unless otherwise directed. Lapped cars will restart in the same order of running amongst all cars as on the last completed lap. All cars involved in a restart incident will be restarted at the back of the field. Any car not restarting will be scored behind all cars which do restart.
2. Under a red flag, a three-minute warning will be given to all restarting cars to be ready to be pushed off; failure to comply will result in disqualification from that event. No work may be done to cars under a yellow flag. Any work may be done to cars stopped under a red flag, except adding engine oil. Changing any tire under a red flag will require restarting at the rear of the field, on same lap as last scored. Changing any tire may be prohibited by race Officials for time / weather / other circumstances.
3. Drivers will not be allowed to change cars once a race has been started, nor shall a relief driver be allowed unless approved by the Director of Competition.
4. Any car leaving the track during a race, including under yellow or red flags, will not be allowed to re-enter the track, and will be scored as of the last completed lap for that car.
5. In the event of a red flag in the first three laps of the main event, there will be an original restart with no laps counted. Cars involved in the red flag incident will be restarted at the back of the field.

6. A completed lap is defined as all cars on the lead lap passing the start/finish line.
7. A car is defined as a lapped car once it has been re-passed by the lead car during a completed lap

406. Qualifying: If a program requires qualifying for order of starting the races, each car will be allowed two qualifying laps. Drivers will draw for qualifying position as determined by race officials prior to program; missing designated qualifying position will result in only one qualifying lap to be taken after all other qualifiers in order. Non-qualifiers will not participate in trophy dashes, and will start heat race, semi-, or main event, at the rear of the field, and only if those race fields are not filled by qualifying cars.

1. A qualified driver may start in a car other than the one qualified by that driver, but then must start at the back of the field in the race qualified for. (Applies to all races, regardless of method of determining starting line-up)

RULE V

GENERAL DRIVER REGULATIONS

- 501. Scope:** All drivers shall be individually responsible to be familiar with and adhere to the rules and regulations of the RMMRA and especially those concerning driver safety, race conduct and pit activities.
- 502. Physical Reexamination:** When a driver has been under a doctor's care because of an accident, injury, or illness of any kind, the driver shall be required to present a doctor's release stating the driver is qualified to participate, before being allowed to, in any RMMRA sanctioned event.
- 503. Driver's Clothing:** All drivers shall wear:
- A: a full nomex driver suit (minimum of 2-layer recommended)
 - B: full nomex underwear (to include top, bottom, foot socks)
 - C: head sock or nomex lined helmet skirt attached to the helmet
 - D: nomex gloves (no holes or open fingers)
 - E: fire retardant racing shoes
 - F: SFI certified head and neck restraints are **strongly recommended**
 - G: arm restraints (arm restraints of one piece construction strongly recommended)
 - H: helmet must meet at minimum the two most recent Snell specifications

These items must be worn at all times including testing or starting a car in the pit area.

- 504. Seat Belts:** Drivers must have their seat belts in position and securely fastened at

any time the car is in motion, under power or being pushed to start. Seat belts are recommended to be replaced every year and it is mandatory that the date of the manufacture not be more than two years old.

- 505. Dentures or Eye Glasses:** Drivers using dentures shall remove them while driving a race car under all conditions. It is recommended that contact lens not be worn.
- 506. New Driver (Rookies with or without previous experience):** Any new driver desiring to participate in an RMMRA sanctioned event shall become a participating member of the RMMRA and be registered as such under the following conditions:
1. Upon approval of the Director of Competition to enter competition, start at the rear of the field in all events until, in the opinion of the Director of Competition and the Flagman, is considered capable of starting according to their qualifying position.
 2. Age limitations: Drivers must be 18 years of age. The RMMRA Board of Directors will consider younger drivers with previous racing experience, written track release, written insurance approval, parental release, and hold harmless statement.
- 507. Registration:** All drivers shall be participating members and registered drivers with all dues and fees paid before they may participate in any RMMRA sanctioned event, unless they are participating under the provisions of the RMMRA by-laws as a guest. **See current addendum for dues / fees.**

RULE VI

GENERAL CAR OWNER REGULATIONS

- 601. Scope:** All car owners shall be individually responsible to be familiar with, and adhere to, the rules and regulations of the RMMRA, and shall be generally responsible for the conduct and appearance of the driver, pit crew, and guests associated with their car, as well as the reliability, safety, and technical compliance and appearance of the car, itself.
- 602. Car Numbers:** Car numbers are assigned by the Secretary of the RMMRA at the time of registration. The number and the registration expire at midnight, January 31 of each year unless renewed prior to that date. A car must have participated in at least 30 percent of the races during the previous year, to the satisfaction of the Board of Directors, in order to retain a particular number for the current year. If a car runs less than 30 percent of the point races for a season, the owner may retain the number for the following season unless an owner whose car ran more than 30 percent of the races in the previous year requests the number. Requests for unassigned numbers and reassignment of numbers will be accepted by the Secretary on a first come basis after October 1.

The numbering specifications are as follows:

1. The car number is the identification number and every car must carry its number prominently displayed as large as practical on each side of the tail section and on the hood and/or nose. As an aid for judges, all numbers must have contrasting backgrounds.
 2. Car registrations and identification numbers are nontransferable.
 3. An owner may have more than one car with the same number; however, only one car may be qualified, and the driver must stay with the car qualified for the remainder of the race meet. In the event that an owner has more than one car with the same number(back-up car), the Director of Competition may tag the cars for identification, and may, at his discretion, allow the alternate car to be run, starting at the back of the field, depending on the program.
 4. Number "1" will be reserved for the Champion Driver of the previous year. If declined, it may be assigned to the Champion Car of the previous year. If declined by both, number "1" shall be retired that year.
 5. Duplicate numbers will not be issued to more than one car owner.
 6. Three digit numbers may not be used.
 7. At the discretion of the Board, letter suffixes may be used to create separate numbers.
- 603. Registration:** Owners shall be participating members and registered as owners with all dues and fees paid before participating in any RMMRA sanctioned event, unless they are participating under the provisions of the RMMRA by-laws as a guest. **See current addendum for dues / fees.**

RULE VII

SAFETY

- 701. General Safety:** The primary goal of the RMMRA is to maximize the safety of the participants under the best possible conditions at all sanctioned RMMRA events. Whenever there is a conflict between a safety provision of this rule book and any other rule, bulletin, or supplementary regulation, the safety provision shall take precedence.
- 702. Track Safety:** The President, in his negotiations with track owners and promoters, shall assure that the provisions for safety, including the provision of medical and fire emergency crews, are adequate. No race shall be started or allowed to continue if these provisions are inadequate. If warm-up or test sessions

are taken **without the presence of emergency crews, RMMRA insurance may not be in effect; participants must make themselves aware of this circumstance.**

- 703. Participant Safety:** The Technical Committee has the primary responsibility for enforcing safety rules and regulations for the cars and drivers. The Director of Competition, Flagman, and Pit Steward, as well as the Technical Committee, have the right and authority to remove any car, which in their opinion constitutes a danger to other participants or itself from competition, the track and/or the pit area. This authority applies to any driver who operates his car recklessly or without consideration for the other participants.
- 704. Pit Safety:** Each pit shall be equipped with a minimum 5 lb fire extinguisher capable of extinguishing fuel fires. All drivers, crews, and members in the pit area are required to conduct all activities with "safety first", including the operation of race cars in the pits, pit vehicles, pit work, and their own movements about the areas.

RULE VIII

VIOLATIONS

- 801. Scope:** The by-laws, rules and regulations of the RMMRA are solely written to support the aims and purposes of the RMMRA. Any act by any person under the jurisdiction of these Rules shall be subject to penalties, as described, when such act is considered to be a violation of the by-laws, or rules and specifications of the RMMRA.
- 802. Authority:** The authority to impose penalties for such violations shall rest with the President, Director of Competition, Race Officials, Technical Committee, and such other persons designated by those Officials, or by the Board, to be responsible to the RMMRA for the conduct of any RMMRA activity or event.
- 803. Violations and Penalties:** Violations and the prescribed penalties are written within the Rule to which that violation applies. There are, in addition, the following violations and the related penalties.

A car owner may be held responsible for the payment of any fine imposed on his driver or pit crew.

- 1. Noise Pollution:** Wherever noise pollution regulations are in effect, violation of those standards will result in the following penalties after warning:
- A: First Offense: *Up to \$25.00 and up to 5 points.*
 - B: Second Offense: *Up to \$50.00 and up to 10 points*
 - C: Third Offense: Disqualification from competition until corrected. Noise pollution penalties apply to car owner only.

2. **Disruption:** Fighting, abusive language, threats, or disruptive acts at any RMMRA sanctioned event, race, general or specific meeting, banquet, pit area, or RMMRA premises shall be subject to a fine of up to *\$50.00 and/or up to two race meet suspensions to the aggressor*. Second offense shall carry the penalty of a fine up to *\$100 and/or suspension up to one calendar year from the date of the offense*. In the pit area, the aggressor will be anyone causing the act outside of their immediate pit area. Participants other than the aggressor may also be penalized for their involvement at the discretion of the Officials concerned.
3. **Safety Violations:** Violations of safety equipment rules will result in the following:
 - A. First Offense: *\$25.00 fine and up to 5 points*.
 - B. Second Offense: *\$50.00 fine and up to 10 points*.
 - C. Third Offense: Disqualification until the problem is corrected.

RULE IX

PROTESTS

901. **Right to Protest:** The right to protest lies only with the competitor, i.e., driver and/or owner; nevertheless, officials, acting in their official capacity, shall, even in the absence of a protest, take such action as the case warrants, and any car or cars may be inspected at any time during a race meet for technical compliance.
902. **Lodging a Protest:** Every protest shall be clearly stated as to the action, subject or condition protested and the ground on which the protest is based. The protest shall be in writing and shall be accompanied by the appropriate fee. It shall be addressed to the Director of Competition or the President.
903. **Procedure:** A protest made prior to the start of the main event, alleging a mistake or irregularity occurring during the course of the competition by an official, car owner, driver, pit crew or other involved party shall be made immediately and accompanied with a \$10.00 fee. The purpose is to allow for an immediate examination and decision by the Director of Competition based on the information available, and to allow the competition to continue without interruption. A protest occurring after the main event start shall be made within 1/2 hour of the close of competition and a decision shall be made before the next scheduled event.
904. **Protest against a decision of the Technical Committee:** shall be made immediately and accompanied by a \$10.00 fee, so that the decision of the

Technical Committee can be investigated by the Director of Competition based on information available, and the competition allowed to continue without interruption.

- 905. Protest against the award of positions:** shall be made within one-half hour following the official announcement of the finishing positions.
- 906. Technical Car and/or Engine Protest:** A protest concerning a car and/or engine shall be made within 1/2 hour after the finish of a race meet and accompanied by a *\$200.00 fee*. The following conditions shall apply:
- 1.** When a protest is deemed well founded, the *\$200.00 fee* will be returned; the owner of the illegal car and/or engine shall be fined up to *\$200.00*, and no prize money or points counted during the race meet in which the protest occurs shall be awarded. If found guilty the second time for the same offense, offender will be fined up to *\$200.00* and lose points for the entire year. Third offense for the same reason will result in a 1-year suspension from occurrence, and up to *\$200.00* fine.
 - 2.** When a protest is not deemed well founded, the owner of the car shall receive the protest fee, less *\$50.00* to cover the cost of inspection.
 - 3.** Upon receipt of a protest, the protested car shall be impounded, under the control of the Technical Committee. The necessary inspection shall be made at a mutually agreed on time by a disinterested party, designated by the President. The owner of the protested car, one representative of each, and the Technical Committee may be present.
 - 4.** Refusal to allow an inspection shall be considered an admission of illegality.
- 906A. Fuel Protest:** A protest against the fuel of a competitor shall be made immediately and accompanied by a *\$25.00 fee*. Penalties will be the same as 906, above.
- 907. Adjudication of Protests:** All protests shall be decided by the Director of Competition, or as provided within these rules by the President.
- 908. Withholding of Award:** An award gained by a competitor which is affected by a protest, shall be withheld until the protest has been settled.
- 909. Judgment:** All parties concerned shall be bound by the decision made, subject only to appeal as provided by the By-laws of the RMMRA.
- 910. Rerun:** No RMMRA Officer or Race Official shall have the authority to order a completed competition to be run again

RULE X

RACE CAR SPECIFICATIONS

- 1001. Scope:** The Technical Committee shall determine by rigid inspection that all registered and participating cars are suitable for competition under the rules and specifications of the RMMRA. The specifications shall be divided into two categories: First, the rolling chassis and running gear; Second, the engine categories.
- 1002. Rolling Chassis and Running Gear:** All RMMRA registered cars shall meet the following specifications:
- 1. Construction:** Cars must be of the open wheel, open cockpit type. The driver shall be seated directly behind the engine and on the chassis centerline. Engine inclination is limited to 45 degrees from vertical, measured at the engine block centerline. Engine offset is limited to 1 inch from the chassis centerline, measured at the crankshaft centerline. The rear axle center section must be directly in line with the driveline, which must be parallel to the chassis centerline.

Independent suspensions are not allowed. Front axles must be tubular alloy steel (SAE 4130 or equal strength) without camber adjustment; offset kingpins are allowed. Rear assemblies must be live axle type.

All wheels must be capable of USAC certification

An effective firewall must be installed between the engine compartment and the cockpit. The construction must be as leak proof as possible.

The motor plate must be of aluminum, magnesium, or steel plate. Titanium or carbon composites or honeycomb construction are not allowed.
 - 2. Under-pan:** Belly pans are required from in front of the engine to the rear axle, with an absorbent material placed under the engine when racing on paved tracks. A belly pan under the driver's compartment only is required for dirt track racing. The drive shaft must be shielded with a suitable enclosed tube. Ground clearance must be sufficient to allow for a flat tire without excessive drag. Bottoms must be flat from side to side and front to rear without skirts or air dams.
 - 3. Steering Mechanism:** The steering mechanism shall be of sound

engineering principle and approved manufacture. Parts may not be joined together by brazing, soldering or with dissimilar metals. Quick release steering hubs will be made of a metallic nature and are required.

- 4. Body Type:** The body must give the appearance of completely covering the car frame, and must be painted. The hood need not cover the sides, but must be held securely in place in an approved manner.

Right side cockpit panels may be a maximum of 37 inches high, left side cockpit panels 21 inches, measured from top of bottom frame tube. Side panels cannot extend rearward past the rear diagonal roll cage tube at any point.

Nose assemblies may not be wider than the frame rails and may not extend forward beyond the bumper.

Sun visors may not be longer than 5 inches measured at the center of roll cage, and may not extend outside or above the roll cage.

- 5. Exhausts:** The exhaust system must be designed in a manner to minimize fire hazard and burn injury to other participants and pit crews. All exhaust systems shall be able to accept suitable tailpipes and mufflers and provide for compliance with noise pollution (Decibel level) standards at tracks requiring them.

- 6. Fuel / Fuel Tank:** All fuel tanks must be constructed and supported in such a manner as to resist breakage, leakage, or puncture of the inner bladder.

Tanks must be located on the centerline of the chassis behind the driver, adequately protected by bumpers, and must be within the contour of the conventional midget tail body or be a midget tail-tank design that simulates a tail piece with head rest.

It is mandatory that all fuel tanks be equipped with an approved bladder insert. A check valve is recommended between the fuel tank and the fuel line.

Tanks with quick opening fuel caps must have an approved latching device including raised guard or be flush to protect the latching mechanism. The tank vent shall incorporate a check valve. The lower portion of the body directly under the fuel tank must either be louvered or left open to allow leaking fuel to escape.

The fuel system shall be equipped with a 1/4 turn shut-off device located with-in easy reach of the driver and safety crews, clearly identified "off".

It is strongly recommended that this valve, or a second valve, easily

accessible to safety crews and marked with off position, be located between the tank and the fuel pump.

Only pure methanol fuel without additives of any sort to the fuel supply or to the intake air supply is allowed.

Any means of artificially lowering the fuel temperature is prohibited.

- 7. Brakes:** Each car must be equipped with hydraulic brakes capable of locking up the rear wheels with a foot-operated lever.

Brake discs are limited to steel, iron, or aluminum. Titanium and carbon composites are not allowed.

8. Wheels / Tires / Width / Length:

Maximum wheel diameter is 13 inches.

Maximum wheel widths, measured at outer bead-to-bead seat surface are

Right Rear:	10 inches, VW style engine cars only: 12 inches
Left Rear:	8 inches
Right Front:	8 inches
Left Front:	8 inches

Wheelbase = 66 inches, min to 76 inches, max

Maximum track width = 65 inches, measured between tire outer side-walls with car weight on tires. Track width may be checked by race Officials before starting race or immediately at conclusion of any race. Tire inflation may not be changed after race before measurement.

8a. See current addendum for Spec. Tire Rule

- 9. Magnaflux and Zyglo Inspection:** Magnaflux inspection of the following parts is strongly recommended:

All Steering Gears and Shafts, Pitman Arm, Drag Link, Spindles, Tie-Rod, Steering link, Rod Ends (or replace).

Options: Front and Rear Axles, Front and Rear Hubs, Radius Rods, and Torsion Bars and Arms.

10. Seat Belts / Seats:

Cars must be equipped with a five- point seat belt suspension system and meet SFI spec 16.1 or 16.5, utilizing a quick release metal latch, and be within two(2) years from date of manufacture.(label to be attached)

The crotch, seat, and shoulder straps shall be fastened to the frame of the car per the belt manufacturer's specification, including attachment, angles, and protection from sharp edges. **See Rule V. 504.**

Seats must be of metal high-back design and must wrap around the driver at chest level.

Seats must be securely mounted and fastened to the chassis in four places minimum.

Seats should have fire resistant, impact absorbing padding, and a kick-up at front to resist forward movement of the driver.

- 11. Throttle:** All cars must use a throttle safety toe strap as a fixed part of the throttle pedal, which will allow the driver to close the throttle by raising the foot.

There shall be a minimum of three throttle springs, with one connected to each butterfly shaft.

- 12. Nerfing Bars / Bumpers:** All cars shall be equipped with front, rear and side bumpers installed in such a manner as to protect the car and driver from the climbing of guard rails or wheels of other cars upon contact.

The rear bumper shall follow the contours of the tail and have adequate strength and clearance to permit lifting and moving the car.

Right side nerf bars must extend at least to the inside, but not beyond the outside of the rear tire; left side bars must extend at least to the inside, but not more than 5 inches beyond the outside of the tire, and are subject to measurement before or immediately after any race. Upper mounting points shall be above the rear axle.

Front bumpers may not extend more than 21 inches beyond the front axle.

All bumpers and nerf bars must be constructed so as not to cause a safety hazard. They must be constructed of tubular material, without stubs or tabs, and may not contain ballast.

- 13. Roll Cages:** All race-cars participating in any RMMRA sanctioned event must have roll cages as an integral part of the frame. The top level of the roll cage should extend two inches above the driver's helmet with the driver properly seated in a driving position.

The cage-type roll bar must be constructed of SAE 4130 seamless steel tubing with a minimum wall thickness of 0.095 inches, minimum OD of 1.25 inches; all cars manufactured after 1990 shall be a minimum OD of 1.375 inches.

- 13A. Roll Cage padding:** Must conform to SFI 45.1/ Mandatory if not utilizing a full containment seat in all areas surrounding the head. This includes any vertical anti-intrusion supports alongside the drivers compartment. Roll cage padding is highly recommended when utilizing a full containment seat.
- 13B. Cage Nets:** It is mandatory that all cars not utilizing a full containment seat be fitted with roll cage nets on both the left and right sides of the roll cage for all events. All roll cage nets must conform to SFI Specification 37.1, which specifies a functional quick release mechanism. Caution should be used when positioning head nets to be certain that the drivers head cannot get under the net in case of an accident. The bottom of the net should be as close to the top of the shoulder as possible.
- 14. Engine Coolant:** No glycol based solutions may be used in the cooling systems / radiators.
- 15. Ignition Switch:** There shall be an ignition kill switch mounted within easy reach of the driver. The ignition switch shall be clearly marked for the off position.
- 16. Windshields:** Any windshields shall be made of a flexible material and as shatter-proof as possible.
- 17. Torque Tube Restraint:** All cars shall have a means of retaining the torque tube alignment between the frame rails either with a permanent "hoop" welded to the frame, or a SFI approved strap looped around the frame rails and the torque tube.
- 18. Car weight:** All cars shall have a minimum weight of 1050 pounds.

Cars may be weighed by race Officials before starting race, or immediately at conclusion of any race. No ballast of any type may be added after a race before weighing, including fuel, oil, or water.

- 19. Prohibited:**
No wings, airfoils, or aerodynamic down-force device or car construction is allowed.

No rear view mirrors allowed.

No radio communication to drivers is allowed, except one-way from officials.

No water or oil coolers may be placed above or beside the cockpit opening.

- 1003. Engine Change:** Engine sizes (displacement by type) shall be in force for one-year periods, commencing January 31, 2005.
- 1004. Engine Specifications:** Engines are to be normally aspirated, internal combustion, four cycle reciprocating piston type, with six cylinders maximum.
1. Fuel systems may be carburetor or constant flow fuel injection.
 2. Electronic processors, data acquisition systems, and traction control devices are prohibited. MSD type ignitions are allowed.
 3. Swept volume maximum displacement limits shall be as found in current addendum. Displacements shown are maximum; no clean-up allowances permitted.
 4. Any engine not covered in these specifications must be submitted to and approved by the Board of Directors before competing.
- 1005. Dangerous Construction:** The Technical Committee shall have the right to remove from competition, at any time, any race-car which condition, in their judgment, is deemed to be hazardous.
- 1006. Subsequent Inspections:** The Technical Committee shall have the right to require the correction of any defect, or the replacement of any part, and re-inspection by magnaflux or zygo treatment before any race car may enter another race or race meet after being disqualified, or damaged.

RULE XI

POINT SYSTEM AND AWARDS

- 1101. Awards:** The RMMRA shall celebrate performance worthy of weekly and/or annual recognition by the presentation of an award and/or trophy, based on point standing or number of wins, and shall recognize special performance and contribution to the sport with standing awards based on nomination and selection by the Club.
- 1102. Competition Awards:** Competition awards may be made for individual events and cumulatively at season end in the following categories:
1. The Time Trails shall be awarded to the driver setting quick-time the most times during the season.
 2. The Trophy Dash Award shall be awarded to the driver winning the event

the most times in a season.

3. The Main Event Award shall be awarded to the driver winning the event the most times in season.
4. The Championship Car, the Championship Driver, and the Championship Mechanic Awards shall be awarded on the basis of the most points accumulated in a season.

1103. Awards by Vote: Awards by vote may be made annually in the following categories.

1. These awards shall be presented to the persons selected in an election by written ballot of eligible car owners and drivers (member owners and drivers who participated in at least 30 percent of the races for that season).
 - A. **Curt Stockwell Memorial Award** for Sportsmanship
 - B. Mechanic of the Year
 - C. **Robert L. Gigout Memorial Award** for Rookie of the Year, with and without experience.
 - D. Best Looking Car
 - E. Best Looking Crew
 - F. **Dave Wegner Memorial Award** for Most Improved Driver
2. The **Eddie Jackson Memorial Award** will be given to the person who makes a significant contribution to Midget auto racing in the preceding year. This award is selected by the RMMRA Board of Directors.

1104. Point System: A point system shall be used to determine weekly point standings and the winners of Championship Car, Driver, and Mechanic Awards, defined as follows:

1. Points for a position in the various events shall be awarded according to a schedule approved by the Board of Directors and published by the Secretary.
2. The point schedule shall include the following events:
 - A. Time Trails
 - B. Heat Races
 - C. Semi-Main
 - D. Main Event
3. Points for Heat Races will be awarded only for those Heat Races qualified

for in time trials or original draw, not for heat races for winners and losers.

4. Cars and drivers earning points in both Semi-Main and Main Events shall receive the greater number of points earned in either event, but not for both events.
5. Registered RMMRA drivers will earn and be awarded driver points in RMMRA point races, whether or not the car has been registered with RMMRA or entered in the particular race event.
6. **See current addendum for points schedule.**

1105. Ties: It shall be the responsibility of the Board of Directors to resolve any ties in awards that may develop.

1106. Monetary Awards: Money awards for individual events (**Purses**) shall be made according to finish order in a Schedule set or negotiated by the President and approved by the Board of Directors.

1. Payment shall be made by check, and mailed to, the Car Owner's address of record. Such payment shall be made prior to the next event whenever possible. .
2. When time or circumstance does not permit mailing, payment may be at the next event, or at the conclusion of the current event.
3. If payment is made in cash, it will only be delivered to the Car Owner or a representative designated by the Owner in writing, with cash receipt signed for by Owner or representative .
4. The Schedule of purse amounts shall be posted by the President prior to events.

ADDENDA

ROCKY MOUNTAIN MIDGET RACING ASSOCIATION 2009

Membership Fees

Associate Member	\$25.00
Participating Member (without supplementary insurance)	\$40.00
(with supplementary insurance)	\$135.00 **
Owner - Car Registration (without supplementary insurance)	\$100.00
(with supplementary insurance)	\$195.00 **
Additional Cars, same owner, per car	\$95.00
Driver*	\$175.00 **
Owner/Driver*	\$250.00 **
Additional Cars, same owner, per car	\$95.00

NOTE: A Registered Driver or Car Owner is a Participating Member of RMMRA; **fees are included** in amounts shown

* Mandatory Insurance for all RMMRA Drivers, is included in amounts shown
** **AFTER APRIL 15, INCREASE \$20** (all renewing memberships with insurance)

New memberships which include insurance may change during season, if premiums change

Cars and/or Drivers will not be allowed to compete until Membership fees are paid in full. See prior for Guest privileges.

RMMRA POINTS SCHEDULE

POS	QUALIFYING	HEAT RACE	SEMI MAIN	FEATURE
1	5	20		50
2	4	18		45
3	3	16		42
4	2	14		40
5	1	12	6	38
6	1	10	5	36
7	1	8	4	34
8	1	6	3	32
9	1	4	2	30
10	1	2	1	28
11	1		1	26
12	1		1	24
13	1			22
14	1			20
15	1			18
16	1			16
17	1			14
18	1			12
19	1			10
20	1			8
21	1			
22	1			
23	1			
24	1			
25	1			
26	1			
27	1			
28	1			
29	1			
30	1			
31	1			
32	1			

1 ALL BELOW

NOTES

When more than 12 cars are qualified for semi-main competition after heats, two semis should be run for equal points. Time and track circumstances may require adjustment.

All cars and drivers (members) participating in out-of-town races that are cancelled by rain or other circumstances shall receive 5 show points for the cancelled program.

Any car and driver earning preliminary points, and then unable to complete in the feature due to mechanical failure, will earn last-place points for the feature or semi (lowest point event). If more than one such car, last position points will be added together and evenly dividend. Eligibility to be determined by the Director of Competition round up to nearest whole number.

Cars and drivers earn points either for feature or semi (largest number), but not both.

2005 SUPPLEMENTAL RULES for ASPHALT 2-24-05

INTENT: It is the purpose of these rules to:

#1) Prohibit the use of cars specifically or specially built for paved track racing (asphalt cars) and to limit the cars allowed to those recently in use and available for dirt track racing (dirt and "combo" cars).

#2) Make it unnecessary for owners of such recently in-use dirt and combo cars to spend extraordinary amounts to race competitively in the new season asphalt events.

#3) Assure that the cars competing are as safe for use on pavement as they are on dirt.

To achieve this, the following rules, and other rules or modifications if necessary, will be enforced.

Older, existing cars which may not meet the letter of each rule, but which are not specialty asphalt cars, and which do meet these intents, will be considered on an individual basis for approval.

Newly built cars which are not currently catalogued dirt cars will only be considered if they are found not to violate these intents.

A committee will be formed, by the Board when and as necessary, to inspect any such older or newer car and rule on the eligibility of such cars before they may be entered into competition.

1. Chassis shall be as currently built for dirt or combo use, as follows:

- A.** Maximum drive-line length will be 35 inches as measured from the cockpit side of torque plate-to-rear axle center line.
- B.** Lower frame tubes, as measured at the torque plate shall:
Be a maximum of 21.5 inches apart, i.d.
Be approximately parallel to the horizontal centerline of the engine
Remain straight for 32 inches forward, and 28 inches aft
- C.** Either a W-Link or a Panhard Bar rear axle locator may be used (affective Jan, 2009).
- D.** Right-hand steering units are prohibited

- E.** Rear anti-roll (anti-sway) bars are prohibited
- F.** Front axles must be of fixed camber angle per Rule 1002.1, and a maximum of 45 inches wide at king pin centers. Maximum track width per Rule 1002.8 is 65 inches, front and rear
- G.** Right front brakes with steel rotors are very highly recommended, and may become mandatory. A six pin RF hub is also recommended.
- H.** A front belly pan with absorbent material per Rule 1002.2 must be used, and a rear belly pan is required to at least the front edge of the driver's seat.
- I.** Adequate catch cans are required on coolant over-flows and are recommended on oil sumps
- J.** A skid plate or other means of protecting the right rear lower frame rail against damage to and from the race surface is recommended

2. Tires shall be limited and controlled per the separate Spec Tire Rule for 2005 as expanded for asphalt races

- A.** Artificial tire warmers are prohibited.

RMMRA

SPEC TIRE RULES for 2013

Any exception to this rule will be made only at the discretion of the President and/or Director of Competition and **only for guests of RMMRA running temporarily** with the club. Using this exception, if granted, will exclude the user from any point fund monies, and WILL STILL REQUIRE A RMMRA SPEC RIGHT REAR or co-sanctioning club's right rear spec tire.

Any guest not adhering to the right rear requirement, and any member not adhering to the entire spec tire rule after exhausting guest privileges, will **not receive** tire fund or race purse **pay-outs**.

A per-race and/or per-tire contribution from the tire manufacturer, tire distributor, tire dealer, and possibly other sources, will be used to establish a year-end prize fund to be paid per points earned. Tire fund money will only be paid to RMMRA Registered Owners who have competed in **50 percent** or more of the points events for the year, and have complied with this rule in those events.

All points earning cars must run spec. Hoosier tires on all four corners.

All points earning cars must display Hoosier Tire Decals on both sides.

If a tire dealer is designated by RMMRA, all spec tires will be "branded" for identification and must be purchased from that dealer.

DIRT SPEC :

FRONTS:	Size 68- 7-13	COMPOUND: Open, as available
LEFT Rr:	Size 76-10-13	COMPOUND: D12 or harder
	Size 78-10-13	COMPOUND: D12 or Harder
	<u>(D10 compound tires are legal until July 1, 2013)</u>	
RIGHT Rr:	Size 82-12-13	COMPOUND: SP2/3/4

ASPHALT SPEC :

FRONTS:	Size 7/20.5-13	COMPOUND: 700
LEFT Rr:	Size 10/21.5-13	COMPOUND: 500
	Size 10/22.0-13	COMPOUND: 500
RIGHT Rr:	Size 10/23.5-13	COMPOUND: 760

TYPE	IN LINE	IN LINE	IN LINE	IN LINE	IN LINE	IN LINE	IN LINE	IN LINE	IN LINE	IN LINE
EXAMPLES	Gaerte Pink Mopar Brayton Sesco Pontiac	Fontana Deppe	Chev II Mercruisr Sesco Pontiac	Chev II Mercruisr Sesco Pontiac	Chev II Mercruisr Sesco Pontiac	Chev II Mercruisr Pontiac	Cosworth Offy	Quad- 4 Toyota Honda	Honda	Esslinger Pinto Ranger
BLOCK	Alum	Alum	Iron	Iron	Iron	Iron	Alum	Stockblock	stockblock	Alum
COOLING	Liquid	Liquid	Liquid	Liquid	Liquid	Liquid	Liquid	Liquid	Liquid	Liquid
CYL HEAD CONFIGURE	Alum Crossflow	Alum Sameside	Alum Sameside	Alum Crossflow	Iron Crossflow	Iron Crossflow	Iron Sameside	Alum Crossflow	Alum Crossflow	Alum Crossflow
VALVES	2/Cyl Pushrod	2/Cyl Pushrod	2/Cyl Pushrod	2/Cyl Pushrod	2/Cyl Pushrod	2/Cyl Pushrod	2/Cyl Rocker	2/Cyl Rocker	2/Cyl Rocker	2/Cyl Rocker
CAM CONFIGURE	1 In Block	1 In Block	1 In Block	1 In Block	1 In Block	1 In Block	Dual Overhead	Dual Overhead	1 Overhead	1 Overhead
MX. DISPL	166 ci	174 ci	174 ci	166 ci	174 ci	184 ci	122 ci	140 ci	155 ci	161 ci

TYPE	VEE	VEE	VEE	OPPOSED	OPPOSED	OPPOSED	OPPOSED
EXAMPLES	Scat V-4	Wisn V4 Chev V4 Chev V6	Wisn V4 Chev V4 Chev V6	Porsche 911	Subaru	Sesco 2x4	VW Scat Autocraft
BLOCK	Alum	Iron	Iron	Alum	Stockblock	Alum	Alum
COOLING	Liquid	Liquid	Liquid	Air	Liquid	Liquid	Air
CYL HEAD CONFIGURE	Alum	Alum	Iron	Alum	Alum	Alum	Alum
VALVES	2/cyl Pushrod	2/cyl Pushrod	2/cyl Pushrod	4/ cyl Rocker	4/ cyl Rocker	2/ cyl Rocker	2/ cyl Pushrod
CAM CONFIGURE	1 In Block	1 In Block	1 In Block	2 Overhead	1 Overhead	1 In Block	1 In Block
MX. DISPL	166 ci	166 ci	174 ci	149 ci	150 ci	163 ci	166 ci

Dec 21, 2008

LOWER COST ADDITIONAL ENGINES have been approved for RMMRA

The Fontana Rhino Midget engine with restrictions as submitted, has been approved, as have Other Similar Versions which would be even less expensive and which can be built by individuals. It is the express intent of these changes to allow members and prospective members **lower cost engine alternatives competitive with, but not superior to**, existing engines. The new race engine alternatives are RPM and INTAKE restricted with STEEL RODS only, and use SPEC cylinder HEADS with INCREASED displacements. Our expectation is that the home-built versions of these engines could cost well under \$15000, and that all would be more reliable with longer service duty life than current high rev / high dollar motors. There are four engine blocks which fit into this new alternative: Rodeck and Fontana aluminum, and the Kansas Racing Products iron which is available for either the **Spec** aluminum Fontana/ChevII-Mercruiser-Pontiac iron heads or for the **Spec** aluminum Brodix SBC head, and finally, the GM/Mercury Marine iron block. Stock Block OEM engines, as approved in 2007, are also available options. Note: rotary intake air valve systems have also been DISallowed. Interested racers are encouraged to call or e-mail RMMRA for points of contact, approx costs, etc on components

Engine Rule Addition

The following additions to RMMRA Engine Rules are made effective beginning Jan 1, 2008. **Other Engine Rules and Displacements**, as per existing rule book addendum, **remain unchanged**.

Intent:

To suggest and encourage new engines which have become **known to be significantly less expensive**, more reliable, and which would encourage greater car count

To maintain all currently RMMRA approved engines with no new restrictions, except to further define 2007 changes re iron block engines

To essentially maintain equivalency amongst all current and new engines

Applications and modifications which significantly defeat this intent, whether anticipated or not, will be considered violations

ADDITION 1(with change from 2007): **Mass Produced** OEM Car and Truck Engines and replacement components built to the same specs are approved within the following limitations:

Aftermarket Crankshafts are allowed in ferrous metal only

Aftermarket Connecting Rods are allowed in **ferrous metal only**

Aftermarket Cylinder Heads are allowed, only upon submission to, and with specific approval by, the RMMRA Board of Directors.

Aftermarket Cam Followers and Push Rods are allowed.

Aftermarket Pistons and Wrist Pins are allowed.

OEM Mass Produced Electronic Ignition and Fuel management systems are allowed only upon submission to, and with specific approval by, the RMMRA Board of Directors.

Fuel to be methanol only.

Supercharging/Turbocharging is Not allowed.

DOHC, 4 Valves per cyl: 153 cu in, Example: GM Ecotec, Ford Duratec

OHV, 3 valves per cyl: 163 cu in, Example: Honda

SOHC, 2 Valves per cyl:183 cu in, Example: Pinto Crate engine (iron block)

ADDITION 2(new): OHV, 2 Valves per cyl, **Racing Engines** are approved within the following limitations:

Crankshafts are allowed in ferrous metal only

Connecting Rods are allowed in **ferrous metal only**

Intake Air stacks: **2-1/2** inch max. allowed ID, essentially round

Maximum capable engine **RPM = 7800**

Ignition: MSD, or similar, Crank Triggered **with programming access port or rpm chip**, available for inspection by RMMRA, plus an accurate reading tell-tale tachometer to verify rpm, or Magneto, also with accurate tell-tale tachometer and subject to RMMRA verification of rpm through Speed/Gear Ratio-Tire Size inspection

All other existing RMMRA engine restrictions apply (fuel, aspiration, etc)

A Aluminum Block/Cross Flow Head: **196 cu in** (example: Rodeck derivative 4-1/8+.030" bore x 3.60" stroke). The **only cylinder head** approved for this displacement/configuration is Brodix part #WP12SP410, which is a Chevy Small Block SP pattern, fully CNC ported by Weld Tech with "spec" embossment and check dimensions in intake runners. No porting, combustion chamber changes, valve size/angle changes, or down nozzles allowed. Spec head available from any Brodix dealer, and subject to RMMRA inspection at any time, including return to Brodix for inspection.

B Aluminum Block/Intake & Exhaust Same Side: **201 cu in** (Fontana Rhino Only). The **only cylinder head** approved for this displacement/configuration is the Fontana REAP head as controlled for the Rhino Midget Engine. No porting, combustion chamber changes, valve size/angle changes, or down nozzles allowed. Spec head available from Fontana, and subject to RMMRA inspection at any time, including return to Fontana for inspection.

C Cast Iron Block/Aluminum Head: **211 cu in** (example: Kansas Racing Products, Mercruiser 140, Chevy II, Pontiac Iron Duke 4-1/8+.030" bore x 3-7/8" stroke). The **only cylinder heads** approved for this displacement/configuration are the Brodix part # WP12SP410 **or** the Fontana REAP head, each of which are limited fully as described above, and subject to RMMRA inspection at any time, as described above.

D Cast Iron Block/Cast Iron Head/Intake and Exhaust on same side: **217 cu in** (example: KRP, Mercruiser, Chevy II, Pontiac 4-1/8+.030" bore x 4.00" stroke). The **only cylinder heads** approved for this displacement/configuration are the cast iron Mercruiser, Chevy II, and Pontiac **iron** heads. No valve angle changes or down nozzles are allowed, and heads are subject to RMMRA inspection at any time.

As per race rule 1004-4, new engines must be submitted to the Board of Directors for approval before they are allowed in RMMRA. Approval will generally be granted to engines which fall within the stated displacement limits by category, are readily available to all competitors, are price-stabilized competitively with or below approved engines in same category, and perform on parity with other approved engines. At this time, the **Toyota Midget Race Engine has Not been submitted Nor approved.**

Revise Rule 1004 Engine Specification, Para 1: Fuel systems may only be carbureted or **constant-flow mechanical** fuel injection. **Air valves shall** be only shaft-mounted disc butterflies of fixed diameter. Intake ports to be fixed size, one per cylinder.

Worthy of specific mention are the Kansas Racing Products (kansasracingproducts.com; 785-922-6644) components which are the do-it-yourself alternative to the Fontana Rhino controlled 201 cu-in motor. While the Fontana (fontana-automotive.com; 310-538-2505) is available at a cost of under \$20,000, KRP has available iron blocks in the same dimensions as Fontana, which they will set-up for either a Fontana/ChevII head or the Chevy small block Spec V-8 head, at a cost of \$2500. They also have nodular crankshafts which they will finish in a variety of strokes to 4.00" at a cost of \$1100. The Spec Brodix head is under \$2000 retail. Combine components with readily available pumps, pans, headers, fuel/intake systems, and ignitions, etc to build a reliable, low rpm, high torque motor within the above restrictions and go midget racing, competitively, for half the present day total cost!

Note lastly, that these are controlled, limited engines, not open competition engines. The intent is to bring about horsepower and torque with larger displacement at reduced rpm. Reliability and longevity are improved in the process. Costs are reduced both at initial price and in maintenance. Current engines are not affected; the Rhino was developed to equal but not exceed the existing level of performance, and the Spec Brodix head was selected to flow the same as the Fontana at the same reduced rpm. All use steel rods only, and are intake restricted. RPM is limited to 7800, max. as described.