



2021 Rules and Regulations

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1. CHASSIS

1.1. DESIGN AND CONSTRUCTION

1.1.1.All aspects of design and construction of the NMRA Three quarter Midgets are subject to the approval of NMRA officials. A designated NMRA official may exclude any car of a design or construction judged unsafe or not in accordance with the specifications, in the spirit or intent, as stated within these rules and regulations.

1.2. INSPECTIONS

1.2.1.All parts designated on the NMRA inspection for must be tested by a proper nondestructive testing technique. This examination shall be performed by an approved NMRA inspection station preceding the start of each racing season. NMRA officials may require confirmation that this analysis has been performed.

1.2.2.No decorative chrome plating will be allowed on any parts requiring magnetic inspection.

1.3. CAR CONSTRUCTION

1.3.1.All cars are to be rear drive only. The main chassis structure is to be constructed of SAE 4130 steel tubing. Engine offset is limited to a maximum of one (1) inch; two (2) inches overall; from the chassis centerline as measured at the centerline of the crankshaft. Only torque tube type drivelines, utilizing one u-joint, shall be allowed. Engine inclination is limited to forty-five (45) degrees from vertical as measured from the vertical centerline of the cylinder bore. The driver is to be seated directly behind the engine and on the centerline of the chassis. Radius rods may not be attached within the confines of the cockpit.

1.3.2.The cockpit must be located directly behind the engine compartment.

1.3.3.All body panels must be readily removable. Body panels rigidly affixed to the frame to prevent chassis flex will not be allowed. The car's body work must be on the centerline of the chassis

1.3.4.The nose assembly shall not be wider than the parallel lines of the body and is not to exceed the width of the frame. The nose shall not extend forward beyond the limits of the front bumper.

1.3.5.The engine is to be covered with a cowling or hood which is secured in place. The sides of the engine compartment do not need to be enclosed. Vertical spill plates may be used on the outer edges of the hood assembly and will be limited to one (1) inch in height. The outside dimensions of these spill plates may not be any wider than the main frame of the car. Ram type air scoops facing forward are not allowed. The sides of the frame must be covered from the firewall to the front edge of the seat.

1.3.6.Right side cockpit panels may be a maximum of thirty-three and one half (33-1/2) inches high, as measured from the top of the bottom frame tube at the motor plate and extended toward to rear. Left side cockpit panels may be a maximum of twenty and one half (20-1/2) inches high, as measured from the top of the bottom frame tube at the motor plate and extended toward the rear. Any hood or cowl panels which are higher than thirty-three and one half (33-1/2) inches on the right side and twenty and one half (20-1/2) inches on the left side, as measured from the top of the bottom frame tube, may not extend toward the rear beyond a point twenty-four (24) inches forward of the rear vertical roll cage tube.

1.3.7.Side panels shall not extend toward the back beyond the rear diagonal roll cage tube brace. Single panel sail panels between the rear cage upright and brace are allowed.

- 1.3.8.**All cars must have a floorboard or bellypan, which utilizes aluminum or an equivalent alloy, and extend from in front of the engine to behind the front edge of the seat. The cockpit floor or bellypan must be bolted to the chassis. The bellypan may not extend rearward beyond the leading edge of the rear axle. The underpan or car bottom must be flat from side to side. No tunnel structures, spill plates, skirts or horizontal panels shall extend from the bottom of the underpan of the car or fuel tank contours. For pavement races it is recommended that a fireproof absorbent pad be used under the engine.
- 1.3.9.**Sun visors shall be limited to five (5) inches in height from top to bottom including any tabs, extensions, etc. and cannot extend above the cage. Sun visors shall not be any wider than the width of the cage.
- 1.3.10.** Panels may be affixed to the inside of the nerf bars; providing they are parallel to the centerline of the chassis perpendicular to the ground and not lower than the bottom frame tube. These panels must be securely bolted within the limits of the nerf bar on all sides and not be more than ten (10) inches in height and thirty-six (36) inches in length. Any panels which become loose or damaged during an event; could subject the car to a black flag penalty.
- 1.3.11.** Any wings, spoiler or other aerodynamic appendages will not be permitted. A designated NMRA official may have any panel or part removed, which in their opinion is not within the spirit or intent of this rule.
- 1.3.12.** With the exception of suspension component, induction and/or exhaust systems and nerf bars, no accessory or component of the car may extend more than six (6) inches from the main frame tubes. Cylindrical oil tanks mounted outside the frame, behind the engine, shall be mounted as close to the frame as possible.
- 1.3.13.** Rear view mirrors are not allowed.

1.4. ROLL CAGE

- 1.4.1.**All cars must have a roll cage which is integral with the frame and does not infringe upon an imaginary cylinder, twenty (20) inches in diameter, and which extends upward from the cockpit opening. The roll cage must be adequately braced front to back and side to side, to secure it in an upright position in case of rollover. The roll cage needs to extend four (4) inches above the driver's helmet when seated in the driving position.
- 1.4.2.**All cars are required to have roll cages constructed of SAE 4130 steel tubing with a minimum O.D. of one and three eighths (1-3/8) inches and a minimum wall thickness of .095 inches. The roll cage is to be gusseted in all four (4) corners. It is recommended that the gussets be made from seamless tubing to eliminate any sharp edges which could endanger the driver's arm in case of a rollover.
- 1.4.3.**No water or oil coolers are to be placed above or beside the cockpit opening.

1.5. BUMPERS

- 1.5.1.**The car must be equipped with a rear bumper which is securely fastened to the structural elements of the chassis and be designed without any stubs pointing downward.
- 1.5.2.**The bumper shall follow the contour of the tail and have sufficient clearance to permit moving the car by the bumper. The bumper must be squared at the rear.
- 1.5.3.**The bumper shall be constructed of 4130 tubing having a minimum O.D. of three fourths (3/4) inch and a minimum wall thickness of .065 inch and a maximum wall thickness of .120 inch. Stainless steel bumpers with a minimum outside diameter of seven-eighths (7/8) inch and a minimum wall thickness of .065 will be permitted. No ballast is permitted in the bumper tubing.

1.5.4.All cars shall have a tubular front bumper with a minimum O.D. of three fourths (3/4) inch extending forward not more than twenty-one (21) inches from the leading edge of the front axle. Bumpers shall be constructed in such a manner so as not to bring about a safety hazard.

1.6. NERFING BARS

1.6.1.All cars need to be equipped with rear wheel nerf bars. The right rear ner bar shall not extend beyond the outside of the right rear tire when the right rear is at the maximum offset.

1.6.2.Nerf bars need to be constructed from 4130 tubing having a maximum O.D. of one (1) inch and a minimum O.D. of three fourths (3/4) inch. Wall thickness is limited to a minimum of .065 inches and a maximum of .120 inches. Stainless steel nerfing bars with a minimum outside diameter of seven eighths (7/8) and minimum wall thickness of .065 will be permitted. A maximum of three (3) horizontal and/or three (3) vertical tubes are allowed in the construction of nerf bars. No ballast shall be permitted in the nerfbar tubing.

1.6.3.With the exception of the exhaust system, no other components or accessories may be affixed to the nerf bar proper.

1.7. FIREWALL

1.7.1.An effective firewall of metal at least .0625 inch thick or other approved fire-retardant material needs to be installed between the engine compartment and the cockpit. It must be as impervious as practical. The motor plate may not be made from carbon fiber, honeycomb or other composite material.

1.8. REVOLVING PARTS

1.8.1.All revolving parts inside the cockpit need to be shielded by an appropriate guard (i.e.: torque tube and torque ball).

1.9. FUEL SYSTEM

1.9.1.A conventional tail tank, fuel cell and the fuel contained needs to be carried on the centerline of the chassis and be located behind the driver compartment. The conventional tail tank shape cannot be modified and must be of a one-piece construction. Any tail tank surface which is modified to provide access for the fuel cell must, when covering this opening, maintain the same shape as the original tank. Any cover used needs to be solidly bolted around its entire perimeter. No spill plates, skirts or air deflectors may be affixed or used to aerodynamically enhance the tail tank. The tail tank needs to be constructed and supported in a manner that will ensure every precaution has been taken to avoid rupture or breakage. Tail tanks may not be made from aluminum, carbon fiber or carbon/Kevlar material. The fuel tank and bladder shall have a single reservoir for methanol fuel only

1.9.2.Fuel tanks shall not be mounted to the chassis utilizing any portion of the access plates or the nut plates bonded into the fuel bladder. All access covers need be made of material equal to or greater than 2025 T4 aluminum .1875 inches in thickness.

1.9.3.It is strongly recommended that the fuel tank have an acceptable supporting structure under the forward section of the lowest portion of the tank. This structure shall follow the contour of the tank and be welded or solidly affixed to the frame of the car on each side.

1.9.4.When mounting the fuel tank to the chassis, all mounting points must have inner and outer plates secured to the shell. These plates need to be of adequate size to ensure the tank is secure to the chassis. All tanks must have a minimum of four (4) mounts to the chassis.

1.9.5.A flush-type cap is required. The top access cover must be installed in direct contact with the fuel cell.

1.9.6.The tank vent needs to have a check valve.

1.9.7.Fuel systems need to be equipped with a shut off device, clearly marked and located within easy reach of the driver.

1.9.8.All cars must be equipped with a fuel cell and tail tank meeting NMRA and current manufacturer safety recommendations and requirements.

1.10.STEERING AND SUSPENSION

1.10.1.The steering mechanism needs to be designed and constructed in accordance with sound engineering theorems.

1.10.2.All heavily stressed steering parts need to be made from SAE 4130 steel or an alloy specified by the alloy manufacturer as equivalent in physical attributes. Aluminum alloy spindles, steering arms, pitman arms, tie rods and drag links may be utilized if recommended by the manufacturer for their intended use and subject to approval by an NMRA officials.

1.10.3.All such parts need to be heat treated (including stress relieving, normalizing, annealing and hardening when applicable) after forming and/or welding as advised by the manufacturer of the alloy being used.

1.10.4.Parts shall not be joined by brazing, soldering or by dissimilar metals.

1.10.5.Any steering parts that are electroplated must be over-baked at a temperature of three hundred seventy-five (375) degrees Fahrenheit, plus or minus twenty-five (25) degrees, for a period of not less than three (3) hours after plating.

1.10.6.Parts that have been stripped of plating must also be baked in accordance with the specifications in rule 1.10.5, unless the parts are to be reprocessed within a three (3) hour period.

1.10.7.Shot peening is recommended for all heavily stressed parts. Authorized facilities should be used.

1.10.8.The steering wheel hub needs to be padded with a resilient material of not less than three-quarter (3/4) inch thickness.

1.10.9.Removable steering wheels, incorporating a quick release mechanism conforming to current manufacturer safety recommendations and requirements are mandatory. Pip pin type mechanisms are not permitted.

1.10.10.Welded aluminum or titanium suspension parts are prohibited; although welded aluminum Jacobs ladders (Watt's linkage) may be used.

1.10.11.The use of carbon fiber or other composite material as a structural component or suspension and/or driveline component is not permitted.

1.10.12.Shock absorber construction and operation is open with the exception being it may not be operated or adjusted electronically.

1.11.THROTTLE

1.11.1.Throttle toe straps are required. A minimum of three (3) return springs needs to be connected to the throttle with at least one of these being connected to the butterfly shaft.

1.11.2.If the throttle actuating mechanism is the cable type, the cable needs to be enclosed.

1.11.3. The throttle pedal shall have a wide-open pedal stop.

1.12.BRAKES

1.12.1. Cars need to be equipped with an appropriate braking device.

1.12.2. Master cylinders not fixed to the frame need to have flexible lines. Copper tubing is not allowed anywhere in the system.

1.12.3. Brakes discs are limited to being manufactured of steel, ferrous or aluminum alloy. Titanium, carbon, or carbon composite brake discs are not authorized. The use of carbon fiber or other composite material in the braking system is not permitted. Brake pad material is open.

1.12.4. If at any time during competition a car is without brakes, the necessary repairs must be completed before the cart may continue in competition.

1.13.ENGINE SPECIFICATIONS

1.13.1. Specifications for engines shall remain in effect until other advised:

1.13.1.1. Four cylinder, four valves per cylinder – 760 Cubic Centimeters (46.36 cid)

1.13.1.2. Four cylinder, two valves per cylinder – 840 Cubic Centimeters (51.24 cid)

1.13.1.3. Three cylinder, two valves per cylinder – 885 Cubic Centimeters (53.37 cid)

1.13.1.4. Two cylinder, two valves per cylinder – 910 Cubic Centimeters (55.51 cid)

1.13.1.5. Four cylinder, two valves per cylinder, cast iron block – 1000 Cubic Centimeters (61 cid)

1.13.2. Complete engines and/or major components need be available at a reasonably sufficient supply to all competitors at competitive prices.

1.13.3. All engines need to be normally aspirated, internal combustion, reciprocating piston type.

1.13.4. The preceding engine sizes are the maximum authorized. No modifications to the above specs are permitted.

1.13.5. Any engine which has not previously been approved by the NMRA TQ Midget Series will be considered for approval only after the entrant submits, in writing, the following information to the Board of Directors for approval by the NMRA membership:

1.13.5.1. Engine manufacturer

1.13.5.2. Model year of engine

1.13.5.3. Cubic inches stock and as modified for use in the Series

1.13.5.4. Stock bore and stroke as modified for use in the Series.

1.13.5.5. Number of valves per cylinder.

1.13.5.6. Diameter of intake and exhaust valves.

1.13.5.7. Location and number of camshaft(s)

1.13.5.8. Dry weight of complete engine.

1.13.5.9. Cooling method

1.13.5.10. Published factory horsepower, torque and the maximum RPM

1.13.5.11. Availability in stock and modified form.

1.13.5.12. Cost in stock and modified form.

1.13.6. Any new engine accepted for use will be subject to a two (2) year probation period during which it may be subject to restriction at any time.

1.13.7. All engines will be restricted by means of a maximum intake opening. Intake horn inserts or suitably sized intake horns will be made available to all competitors.

1.13.8. Any engines, which in the opinion of the NMRA officials, displays performance characteristics that could threaten the competitive balance of the Series will be subject to restriction accommodations.

1.13.9. All engines will be restricted by means of a maximum intake opening which incorporate an inside diameter of one and nine sixteenths (1-9/16) or 1.5625 inches. Engines of four (4) cylinder design utilizing four (4) valves per cylinder will be required to utilize an intake restriction with a round opening of one and five sixteenths (1-5/16) or 1.3125 inches placed as close to the machine face of the intake post as possible. Only an approved restriction will be considered legal. Contact NMRA for restrictors.

1.14.FUEL – AIR

1.14.1. Fuel is restricted to NMRA supplied spec methanol only. Any mechanism to store or introduce non-authorized materials anywhere in the fuel system will be considered a serious violation of the rule. The presence of any such mechanism on the car may result in disqualification and suspension. The addition of any non-authorized material(s) to the fuel is strictly prohibited.

1.14.2. The addition of any material(s) to the intake air or the addition of any mechanical device(s) essential to the application of this material(s) is strictly prohibited.

1.14.3. Any device which artificially reduces the temperature of the fuel is strictly prohibited.

1.14.4. All fuel is subject to testing at any time. Fuel not conforming to NMRA specified standards, as administered at the track, will be considered illegal. **The use of illegal fuel may result in disqualification from the event and/or further penalties**

1.15.IGNITION – ELECTRONIC EQUIPMENT

1.15.1. The use of NMRA approved in-car radio receiving devices is mandatory (i.e. RACEceivers, Legend, etc.); only NMRA officials may transmit to this device. The use of in-car radio transmitting devices is not permitted. The device must be mounted in an easily accessible location for NMRA officials to verify use.

1.15.2. Electronically controlled fuel injection systems are not allowed.

1.15.3. Using any type of electronic logic processor to control any function of the race car and/or any system for gathering continuous data from any function of the racecar is not permitted.

1.15.4. Any device which allows the driver to control and/or adjust the tire air pressure during the running of an event is not permitted.

1.15.5. Cars need to be equipped with an ignition switch and/or emergency shut off switch; which is clearly marked and located within easy reach of the driver.

1.16.OIL SUPPLY

1.16.1. Adding oil to the engine supply during a race without first receiving permission from a NMRA official is not permitted.

1.16.2. Oil tank vents and/or breathers must be located so as not to jeopardize the driver's safety.

1.17.EXHAUST AND MUFFLER

1.17.1. Exhaust systems need to be engineered in a manner that creates a minimum fire hazard, as well, as, a minimum hazard to other competitors.

1.17.2. Cars that have exhaust pipes passing in close proximity to the driver area, must have raised metal guards adjacent to the cockpit to afford protection to the driver and to crew members.

1.17.3. All cars are required to have a muffler; with the muffler tubes being bolted and/r clamped to the exhaust.
Mufflers are mandatory.

1.18.AXLES

1.18.1. Independent suspension is not allowed. The car's axles which connect the wheels, need to be of one-piece tubular construction without the capability of camber or independent castor modification to the wheel assembly. Any other construction will be viewed as independent suspension. Offset kingpin bushing are permitted.

1.18.2. Axle spools attached by the coping methods needs to have the axle wrap around the spool at least two thirds of the spool diameter. Gusset plates are advisable on all spools.

1.18.3. All front axles must be constructed of SAE 4130 steel or a steel alloy equivalent in structural strength. Titanium front or rear axles are not allowed.

1.18.4. Splined front hubs/wheels are not permitted.

1.18.5. The rear end gear assembly needs to be of an orthodox design, with only one (1) set of spur gears located behind the ring and pinion.

1.19.WHEELS

1.19.1. The number of permissible wheels is limited to two (2) front wheels and two (2) rear wheels.

1.19.2. The rim diameter must be at least ten (10) inches and may not exceed thirteen (13) inches.

1.19.3. The rim width may not exceed eight (8) inches; except for the right rear, which can be a maximum of ten (10) inches.

1.19.4. A NMRA accepted tire bead locking device has to be used on the outer bead seat of the right rear tire and wheel assembly.

1.19.5. Wheel assemblies, which use a separate wheel cover that attach to the wheel, are to have a register that is continuous with the outside diameter of the wheel cover to prevent slippage. The cover must be securely attached to the wheel assembly at a minimum of three (3) positions. Small bolts or sheet metal screws are permitted. Access holes in the center of wheel covers may be plugged or covered with a soft material such as a plastic plug with a register.

1.19.6. All wheels may be subject to the approval of NMRA. Wheel manufacturers can submit a certified test report from an independent testing laboratory, specifying dynamic radial fatigue, dynamic cornering fatigue and hydrostatic burst tests. All tests must meet or surpass NMRA specifications.

1.19.7. All wheels should be inspected, at least annually, by the proper non-destructive testing technique.

1.20.TIRES

1.20.1. All tires must be engineered specifically for automobile racing and must be affirmed by the manufacturer for its intended use.

1.20.2. American Racer is the spec tire for all NMRA sanctioned events and is the only tire that may be used for the rear tires, in the following sizes and compounds:

1.20.2.1. Right Rear

1.20.2.1.1. 24.0 – 10.0 / 13GT SD 38

1.20.2.1.2. 23.5 – 10.0 / 13GT SD 38

1.20.2.2. Left Rear

1.20.2.2.1. 22.8 – 9.5 / 13GT – 71” SD 23 / SD 33

1.20.2.2.2. 22.5 – 9.5 / 13GT – 68” SD 23 / SD 33

1.20.3. Front tires are open to brand and compound

1.20.4. Recapped tires are prohibited.

1.20.5. Any device(s) used for warming the tires prior to competition is not permitted.

1.20.6. Any solvents or chemicals applied to the tire that have the affect of altering tire durometer is not permitted and will be cause for disqualification.

1.21.DIMENSIONS AND WEIGHT

1.21.1. The wheel base must be at least fifty-eight (58) inches but shall not exceed sixty-six (66) inches.

1.21.2. The overall width is not to exceed sixty-three (63) inches.

1.21.3. The width of the right rear tire may not exceed thirteen and one half (13-1/2) inches. The maximum width of the remaining tires shall be eleven and one half (11-1/2) inches. These measurements are based on side wall to side wall race ready.

1.21.4. Cars must weight a minimum of eight hundred fifty (850) pounds, driver included. Cars may be weighed prior to and/or following an event. Cars weighed at the completion of an event may not add fuel or ballast to satisfy the minimum weight requirement.

1.22.SEAT SYSTEM

1.22.1. Aluminum seats are required. The seat must provide support on both the right and left sides. The seat bottom must be mounted on the centerline of the chassis.

1.22.2. The seat must be mounted to the chassis in a minimum of four (4) positions with at least a five sixteenths (5/16) steel bolt and nut. Each mounting hole in the seat must have a steel – minimum .060-inch thickness or aluminum – minimum .125-inch thickness double of no less than a two (2) inch diameter.

1.22.3. It is absolutely necessary to provide a kick-up (roll-up) forward to the buttocks of adequate height and strength to prevent and/or reduce forward movement and/or rotation of the torso under the seat belt.

1.22.4. It is compulsory that all cars have a headrest of high impact shock absorbing material behind the driver's head with a thickness of no less than one (1) inch. Seats with built-in headrests must also conform to this requirement.

1.22.5. Adequate padding must be used under the buttocks to absorb impact.

1.23. SEAT BELTS

- 1.23.1.** The use of an accepted seat belt with a latch/lever release is imperative. Rotary mechanisms are prohibited. Both the fastening design and condition of the belt is subject to the inspection of NMRA officials. **Seat belts must meet SFI 16.1 or 16.5 or corresponding specification subject to the approval of NMRA officials.** The life of belts in use may not exceed two (2) years and must be date stamped by the manufacturer. All belts require a label showing that they meet current manufacturer safety recommendations and requirements.
- 1.23.2.** A five (5) or six (6) point crotch belt connected to the main belt quick release mechanism and securely affixed to the chassis is required.
- 1.23.3.** Lap belt must be a minimum of two (2) inches.
- 1.23.4.** Seat belts must come through the seat at the bottom on each side in a manner that wraps and holds the pelvic area over the greatest possible area. At any point where the belt passes through the side of the seat, the seat edges must be rolled or have grommets to prevent chafing or cutting of the belt material.
- 1.23.5.** Seat belts must be work in such a manner that the belts pass around the pelvic area at a point below the hip bones. Under no circumstances may the belt be worn over the area of the intestines and/or abdomen.

1.24. SHOULDER HARNESS

- 1.24.1.** The use of double, over the shoulder, straps is mandatory. **The minimum width of the shoulder straps is three (3) inches, two (2) inches if worn with a SFI approved head and neck restraint system.** Both the fastening design and condition of the straps are subject to the inspection of a NMRA official. **Shoulder harness must meet or exceed SFI 16.1 or 16.5 specifications.** The life of the shoulder harness in use shall not exceed two (2) years and must be date stamped by the manufacturer. All straps are required to have a label showing that they meet current manufacturer safety recommendations and requirements.
- 1.24.2.** Two belts joining in a “Y” behind the neck to form one (1) strap are prohibited.
- 1.24.3.** Shoulder straps must be affixed directly to a strong structural section of the chassis which is close behind the driver’s head and neck. At the points of attachment, the straps should be four (4) to six (6) inches apart; and should be affixed in a line approximately level with the top of the driver’s shoulders.
- 1.24.4.** Where the straps pass through the seat or body structure of the car, the edges must be rolled or have grommets to prevent chafing or cutting of the strap material.
- 1.24.5.** The shoulder harness must be secured behind the driver’s shoulders so that they are unable to slide sideways more than one (1) inch in either direction.
- 1.24.6.** The shoulder harness needs to be worn as tight as possible.

1.25. CAR NUMBERS

- 1.25.1.** Every car must carry its assigned competition number prominently displayed on the nose and on both sides of the tail tank.
- 1.25.2.** The exhibited competition numbers shall be in definite contrast to the background color. The final decision on the adequacy of the number will rest with the NMRA officials.

2. EQUIPMENT

2.1. SAFETY EQUIPMENT

2.1.1. It will be the duty of NMRA officials to inspect all safety equipment prior to each event. Any participant who does not comply in full with all safety requirements of NMRA Rules and Regulations will not be allowed to compete.

2.1.2. HELMETS – All participating drivers must wear safety helmets engineered specifically for auto racing that meet or exceed the Snell SAH2010, SA2010, SA2015, SA2020, and SFI 24.1 recommendation and is labeled as such. Helmets may be subject to inspection at each event by NMRA officials and/or qualified medical personnel.

2.1.2.1. A helmet should be replaced immediately if damaged and/or at least every five (5) years based on wear and tear.

2.1.3. UNIFORMS – All drivers must wear a fire-resistant head sock, underwear, socks, shoes, gloves and a one (1) piece uniform which fits snugly around the neck, wrists and ankles.

2.1.4. ARM RESTRAINTS – Arm restraints are mandatory and must be worn at all times during competition. The life of arm restraints shall not exceed two (2) years.

2.1.5. NECK BRACE – It is mandatory that all drivers wear some form of neck support at all times during competition. They must be properly designed and utilized.

2.1.6. ROLL CAGE NETS – It is recommended that all cars 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 current manufacturer safety recommendations and requirements which specify a function quick release opening mechanism. The life of roll cage nets shall not exceed two (2) years.

2.1.6.1. Caution must be used when positioning head restraint nets to be certain that the driver's head cannot slip under the net in case of an accident. The bottom of the roll cage nets should be as close to the top of the shoulders as possible.

2.1.7. ROLL CAGE PADDING – All chassis protrusions, roll cage tubes and roll bars in close proximity to the driver's helmet must be padded with a securely attached high impact material conforming to current safety recommendations.

2.1.8. It is strongly suggested that the above safety equipment meet the manufacturer's current safety recommendations and requirements.

2.2. FIRE EQUIPMENT

2.2.1. Each car must have in its pit at least one (1) fully charged five (5) pound dry powder extinguisher or its equivalent. A gauge or current inspection tag need be attached to each fire extinguisher.

2.3. APPEARANCE

2.3.1. Cars, crews, and any pit personnel whose appearance detracts from the character of the program, may be excluded.

3. SANCTIONS

3.1. PROMOTIONS OF RACE EVENTS

- 3.1.1.**The NMRA shall enter into race event competitions with approved race organizers by execution of NMRA sanction agreements. Only race organizers who can provide acceptable assurances of integrity and ability will be authorized for NMRA sanctioned events.
- 3.1.2.**NMRA sanction agreements will contain all of the necessary information regarding the race competition including: sanction fee, guaranteed purse, officials' fees, insurance fees, point fund contributions and appearance money as applicable, type of event and any special instructions. The sanction agreement becomes the official contract upon the signature of an official NMRA representative and the race organizer and/or promoter concerned. All verbiage in the sanction agreement together with the NMRA Official Rules and Regulations are the official basis for conduct at the race event competition.
- 3.1.3.**NMRA, unless otherwise stipulated in the sanction agreement will print and distribute car entry forms a minimum of fourteen (14) days in advance of the race date. The entry forms contain the details and schedule of events for the race competition.
- 3.1.4.**All tracks must meet the requirements of the NMRA and be approved by NMRA officials. If a track ceases to meet with NMRA qualifications, the sanction for the race event competition may be revoked
- 3.1.5.**Violation of any of the provisions of the sanction/contract agreement or any applicable NMRA rules shall be cause for contract review and the organizer held liable for damages.

3.2. REGULATION PERMITS

- 3.2.1.**There shall be no sanctioned race event unless the race organizer has first obtained any and all legal permits and legal authorizations as required.

3.3. RACE PROMOTER RESPONSIBILITIES

- 3.3.1.**The race promoter/organizer is to be responsible for the organization of the racing event: all notices and materials required, the insurance required by the sanction agreement, track conditions, crowd control, protection and general safety.
- 3.3.2.**The promoter/organizer shall provide all physical safety precautions for the race participants at the racing facility and provide adequate track safety equipment and personnel. This is to include emergency medical personnel, fire fighting equipment and rescue personnel, wreckers, an on-site ambulance service for transportation to a local hospital which complies with industrial DOT standards for the current year.
- 3.3.3.**The race promoter/organizer is to provide track clean up staff and push trucks.
- 3.3.4.**The decision of NMRA officials is final as to the adequacy of such safety precautions, equipment and personnel.
- 3.3.5.**Prior to the race event, the race organizer shall provide a Certificate of Insurance to NMRA detailing the insurance coverage supplied that meets the minimum limits as specified in the sanctioning agreement. The race organizer shall include NMRA, its participants and officials as additional insured parties.

- 3.3.6.**The race organizer agrees to indemnify and hold harmless NMRA, its directors, officials and official representatives from any and all liability, costs and expenses, including attorney fees incurred in its defense, asserted or imposed upon NMRA, NMRA directors, officials and official representatives arising out of or as a result of this racing event.
- 3.3.7.**During the five (5) calendar days prior to the above dated race event, if the organizer permits the race track to be used by any of the cars or drivers entered in the event, the track shall be open to all entrants of this racing event on equal terms. The term “racing event” shall mean all officially sanctioned NMRA functions at the track in conjunction with the dated race.
- 3.3.8.**The race organizer shall be responsible for issuing non-NMRA restricted area credentials to non-NMRA licensed personnel. At the promoter’s discretion, the race organizer may also issue credentials to licensed NMRA participants.
- 3.3.9.**The race organizer shall stipulate that NMRA officials have authority over and control of all personnel authorized to be on the track, in the pit and other restricted areas during the NMRA race event segments.
- 3.3.10.**The organizer is to provide a separate and restricted area for timing and scoring.
- 3.3.11.**The race organizer understands and agrees that the connection of NMRA with the promotion of a racing event is strictly advisory.
- 3.3.12.**The race organizer agrees to be bound by the Official Rules and Regulations of NMRA.
- 3.3.13.**In the event that the race organizer wishes to make supplemental regulations or modifications to the sanctioning agreement, such amendments must be submitted to NMRA for acceptance prior to the entry release for the race event stated.
- 3.3.14.**The race organizer may be required to provide an audit of the gate receipts in the event there is gate participation between the track and NMRA

3.4. ANNOUNCEMENTS OF EVENTS

- 3.4.1.**All announcements, advertising, publicity, programs and official communications in connection with a racing event shall give due recognition to NMRA.
- 3.4.2.**Advertising, publicity and all other statements referring to an NMRA sanctioned event shall be in accordance with the facts. A race organizer will be held responsible for the acts and statements of his agents.

3.5. RAIN DATES

- 3.5.1.**Any rain dates shall be negotiated between official NMRA representatives and the race organizer and/or promoter.

3.6. CANCELLATION OF EVENTS

- 3.6.1.**Cancellation of the sanctioned racing event by the race organizer, unless mutually agreed upon by NMRA, will be cause for all monies advanced to the promoter to be refunded to NMRA immediately.

3.7. TRANSFER OF SANCTION

- 3.7.1.**A sanction is not transferable.

4. ENTRIES

4.1. ENTRY

- 4.1.1.**An entry is comprised of a licensed driver and a registered car. The entry serves as the authorization to compete in a specific race on behalf of the licensed party.
- 4.1.2.**The car's registration/competition number should be listed on the entry form prior to the closing date. NMRA officials may grant permission for a car to be listed after the closing date.
- 4.1.3.**Another separately entered registered car may be substituted for the original car; provided, notification is given to NMRA and approval granted prior to the state of practice of the drawing for qualification order, whichever comes first.
- 4.1.4.**The driver's name should be listed on the entry form prior to the closing date. The Chief Steward may grant permission for a driver to be named after the closing date.
- 4.1.5.**Another licensed driver may be substituted for the original driver provided notification is given to the Chief Steward and approval granted.

4.2. FILING ENTRIES

- 4.2.1.**A race organizer may invite and receive entries from eligible entrants. All entry forms shall be approved by NMRA.

4.3. FILING FEE

- 4.3.1.**An entry fee will be charged and approved by NMRA and must accompany the completed entry form.

4.4. CLOSING OF ENTRY

- 4.4.1.**The entry closing date shall be stated on the entry form. Unless otherwise specified on the title page of the entry form, the house of closing shall be midnight of the closing day.
- 4.4.2.**A faxed entry may be accepted, provided that is received prior to the closing date, is readable and that the entry fee is subsequently received.

4.5. REOPENING OF ENTRIES

- 4.5.1.**A race date may be postponed. In such case, NMRA may authorize the reopening of entries.
- 4.5.2.**Such reopened entries shall close no less than twenty-four (24) hours before the announced starting time of the postponed race event.

4.6. POST ENTRY

- 4.6.1.**NMRA officials may refuse to accept post entries.
- 4.6.2.**Post entrants, if accepted, may have a penalty levied by NMRA officials.

4.7. FAILURE TO PARTICIPATE

4.7.1. Any driver of entrant who by entry form or other means shall have agreed to participate in a race event shall fulfill said obligation unless excused by an acknowledged NMRA official.

4.8. CAR IDENTIFICATION WITH RESPECT TO ENTRIES

4.8.1. The presence of a car at a race event must be declared to the Registrar upon its arrival within the restricted areas of the racing facility. Any participant who fails to make a timely declaration may be disqualified and/or fined.

4.8.2. In order to participate in any part of a race event, a car must first and subsequently throughout the competition:

4.8.2.1. Be properly registered with NMRA

4.8.2.2. Be designated and identified by registered serial number by the entrant on only one completed entry form for that race event.

4.8.2.3. Be approved for competitive events through visual inspection by a designated NMRA official.

4.8.2.4. Prominently display a permanent NMRA issued car identification number decal or an external image of said number.

4.8.2.5. Exhibit the entry's registered/competition car number and/or any external temporary markings which render the car significantly different from uniquely identifiable among all other cars present at the competition.

4.8.2.6. Any car which, in the judgment of the NMRA officials, participates in any part of a race event while in noncompliance with the above requirements may be disqualified. Any participant who causes the noncompliance may be disqualified and/or fined.

5. RACE ADMINISTRATION

5.1. DRIVER'S MEETING

5.1.1. Prior to each race the Chief Steward shall conduct a meeting of drivers and officials for the discussion and interpretation of the rules and any specific regulations applying to the race. All drivers are required to attend, and it is the driver's responsibility to do so. Any driver failing to attend may be penalized by the NMRA officials and shall be charged with knowledge of the material discussed at such meeting as if he/she had been present. Indicating attendance to the drivers' meeting is mandatory. Roll call will be taken twice and anyone not responding will be subject to penalty, regardless of when or if you show up after roll call.

5.2. SCHEDULED DISTANCE

5.2.1. The scheduled distance of an event will be stated in complete laps in the entry form.

5.3. FLAG SIGNALS

5.3.1. The starter shall use flag signals according to the following code:

5.3.1.1. Green Flag: Start – track is clear.

5.3.1.2. Yellow Flag: Caution – reduce speed immediately and maintain your speed and do not pass unless directed by NMRA officials

5.3.1.3. Red Flag: Stop – race is halted

5.3.1.4. Black Flag: Stop on next lap at pits for consultation

5.3.1.5. Red and Yellow Diagonal Stripe Flag: Return to original line up for double file restart with the exception of cars involved in a yellow flag.

5.3.1.6. Royal Blue Flag with Yellow Diagonal Stripe: A lapping driver is attempting to pass, give him consideration

5.3.1.7. White Flag: The leader is commencing his last lap

5.3.1.8. Checkered Flag: The race has been completed.

5.4. PUSH STARTS

5.4.1. Push starts at any time are subject to the availability of authorized push vehicles.

5.4.2. Push starts under green flag or yellow flag conditions will be at the discretion of a NMRA official.

5.5. SUBSTITUTE/RELIEF DRIVERS

5.5.1. All substitute/relief drivers must be approved by a NMRA official. Substitute drivers will start in the rear of the field. Substitute drivers are those drivers, who may substitute for the original driver before the start of any race.

5.6. ON TRACK PERSONNEL

5.6.1. During a competition, only authorized NMRA officials, the organizer, security and emergency personnel are permitted on the track; and then only to perform their official duties.

5.6.2. Any individual violating this rule shall be immediately removed from the track enclosure and, if a participant, may be penalized.

5.7. PIT PERSONNEL

5.7.1. Rules for pit behavior may be established by the race organizer, NMRA entry form and/or bulletin. NMRA officials and/or track officials are authorized to penalize any person for violation of the pit behavior rules

5.8. PIT EQUIPMENT

5.8.1. Extreme caution should be used in the handling of fuels. Where local track ordinances are posted, they become a part of the NMRA rules. Any individual found violating these regulations will be subject to a penalty and may be removed from the pit area.

5.8.2. Pit equipment rules and regulations may be provided for in any supplementary regulations, by an NMRA bulletin of the race organizer of each venue. NMRA officials and track officials are empowered to penalize any car, if in their opinion any existing pit equipment rules are violated.

5.8.3. The decision to penalize is not protestable.

5.9. PUSHING

5.9.1. The pushing of one competitor's car with another competitor's car is not permitted.

5.10. TESTING

5.10.1. As per the sanction agreement with NMRA, practice and/or testing during the five (5) calendar days prior to a racing event is not permitted. The term “racing event” means all official NMRA sanctioned functions at the track in conjunction with this race. The following exceptions will apply:

5.10.1.1. For events scheduled on Wednesday, the five (5) day rule is not in effect and practices are allowed up to and including the preceding Saturday.

5.10.1.2. NMRA scheduled and sanctioned practices.

6. OFFICIALS

6.1. RACE OFFICIALS

6.1.1. The NMRA Director of Competition and Board of Directors will appoint all race officials. The appointed race officials shall then be licensed NMRA officials in good standing. Race officials assigned to a competition and/or event are representatives of NMRA and, as such, shall be included in the coverage of insurance by a race organizer.

6.2. ORGANIZATION OF RACE OFFICIALS

6.2.1. The race officials shall be organized in two (2) classifications:

6.2.1.1. Race Stewards

- A.** Chief Steward
- B.** Other appointed stewards

6.2.1.2. Other officials

- A.** Chief Starter
- B.** Director of Timing and Scoring
- C.** Technical Director
- D.** Chief Registrar
- E.** Other race officials or support staff

6.2.2. When required, an official may be assigned the duties of more than one of the positions above.

6.3. AUTHORITY OF RACE OFFICIALS

6.3.1. NMRA officials and/or Board of Directors shall be the only authorities responsible for upholding and facilitating the rules, regulations and procedures.

6.3.2. Race officials have the authority and responsibility to:

- A.** Interpret the rules, regulations and procedures in regard to a specific competition and/or event.
- B.** Assess penalties that result from infractions of the rules, regulations and procedures.
- C.** Arbitrate disagreements among competitors.
- D.** Function as a representative of NMRA in any other issue of ruling which may have an affect on the conduct of the competition.

6.4. OVERVIEW OF RACE OFFICIALS' DUTIES

- 6.4.1.** The Chief Steward will represent NMRA at every sanctioned competition and/or event and shall have all other race officials under his/her supervision. Duties may be delegated to other race officials as follows:
- 6.4.1.1.** Stewards shall be responsible for ensuring that the conduct and direction of the event is in accordance with NMRA rules, regulations and procedures.
 - 6.4.1.2.** The Starter shall present the appropriate flag signals during the race competition.
 - 6.4.1.3.** The Director of Timing and Scoring shall serve as the scoring consultant to the Stewards; acquiring and recording all timing and scoring data.
 - 6.4.1.4.** The Technical Director shall serve as the technical consultant and advisor to the Stewards and provide the technical inspections of the cars and equipment. The Technical Director will assist in maintaining discipline in the pit area.
 - 6.4.1.5.** The Chief Registrar shall be in charge of issuing the restricted area credentials to participants at competitions and/or events, as well as issuing credentials to officials approved by NMRA.

6.5. STEWARDS' DUTIES AND POWERS

- 6.5.1.** The Stewards' duties and powers shall encompass the following:
- 6.5.1.1.** The Chief Steward is the definitive authority on the official results and finishes of all qualifications and races and is empowered to levy penalties during and after a competition; which may affect the event results.
 - 6.5.1.2.** A steward may order a driver to exhibit his/her ability to properly and safely handle the race car in which he/she is to use in competition. Stewards may bar any driver from competition who displays a lack of ability to handle a race car and who could prove to be a danger on the track.
 - 6.5.1.3.** Stewards may require a participant to supply documentation from a designated physician certifying the competitor's fitness to race.
 - 6.5.1.4.** Stewards are empowered to penalize and/or bar any participant at any time during an event, should that individual be guilty of misconduct.
 - 6.5.1.5.** Stewards are empowered to postpone, cancel, temporarily stop, or shorten the scheduled distance of a race event as a result of severe weather or in the event the track is not in a condition to allow the sanctioned competition to be conducted safely.
 - 6.5.1.6.** Stewards shall not cancel a race event due to poor attendance. Should the cancellation of a race become necessary, NMRA shall see that participants be offered a fair and just accommodation by the race organizer.
 - 6.5.1.7.** Stewards shall accept all protests which may occur during a race event; and return a decision, which may be subject to appeal as provided. Stewards shall report the facts in conjunction with any protest to the Director of Competition
 - 6.5.1.8.** The Chief Steward and/or Chief Registrar at the conclusion of the race event, shall relay to the Director of Competition a report of: the competition results, a review of the track and overall conduct of the event, original copy and specifics of any protests registered and the resulting disciplinary action, with a recommendation regarding any penalties if applicable.
 - 6.5.1.9.** Stewards, in accordance with local regulations, are empowered to require the race organizer to organize and cover the cost of medical and/or rescue personnel, that provide:
 - 6.5.1.9.1.** Emergency blood loss management
 - 6.5.1.9.2.** Airway maintenance and breathing support
 - 6.5.1.9.3.** Cardiopulmonary resuscitation
 - 6.5.1.9.4.** Spinal protection and stabilization
 - 6.5.1.9.5.** Transport
 - 6.5.1.10.** The Chief Steward shall instruct all other officials as to the rules, regulations and procedures; and may relieve and/or replace any official who fails to perform the duties assigned.
 - 6.5.1.11.** Stewards are empowered to confiscate, at any time during a race event and for any reason, any item connected with the activities of a car or driver for the purposes of inspection and/or analysis.
 - 6.5.1.12.** Stewards are empowered to penalize a participant for irresponsible, careless or overaggressive driving.

6.5.1.13. Stewards are empowered to bar from competition any participant, crew member or official who displays visible signs of exhaustion, substance abuse, or physical or mental impairment.

6.5.1.14. The determinations not protestable are in regards to items 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13.

6.6. STARTER'S DUTIES

6.6.1. The Starter is accountable to the Stewards and is empowered to:

6.6.1.1. Line up the cars at the starting line in the proper order before the start.

6.6.1.2. Present the appropriate flag signals throughout the course of the race event.

6.6.1.3. Carry out any directives from the Stewards in regards to the race event.

6.7. DIRECTOR OF TIMING AND SCORING DUTIES

6.7.1. The Director of Timing and Scoring shall serve as the scoring consultant to the Stewards and whose duties and powers shall encompass the following:

6.7.1.1. Acquire and record all timing and scoring data.

6.7.1.2. Continuously keep other race officials, the race organizer and the press, apprised of standings throughout the competition.

6.7.1.3. Carry out any directives from the Stewards in regards to the race event.

6.8. TECHNICAL DIRECTOR DUTIES

6.8.1. The Technical director is empowered to ensure that the NMRA rules and regulations in regards to the technical specifications and all issues pertaining to the pit area, are in compliance:

6.8.1.1. The Technical director shall have the jurisdiction and responsibility to measure and/or inspect any item used on or in support of a car at any time during a race event. Examinations will be conducted to ensure that all technical and safety specifications are being observed. Inspections may include: engines, fuel, fuel tank capacity, fuel systems, weight, chassis, wheels, tires and all safety provisions. Inspections are not a guarantee against disqualification if any infractions are discovered a protectable later examination during the same race event.

6.8.1.2. Whenever feasible, prior to the first competition, the Technical Director or assistant, shall inspect all cars to ensure that they are in full and complete compliance with NMRA rules and regulations.

6.8.1.3. Whenever feasible, prior to the first competition, the Technical Director or assistant, shall address any other technical issues.

6.8.1.4. The Technical Director has the responsibility to ensure that all cars properly display the assigned identification numbers as mandated by NMRA rules and regulations.

6.8.1.5. The Technical Director shall issue and/or secure an official list of entries with which to tabulate all cars prior to the first scheduled event.

6.8.1.6. The Technical Director may be responsible for placing cars in their proper order at the staging area prior to the start of each race event.

6.8.1.7. The Technical Director shall inform the Stewards about any car which may be leaking fluids and which could present a hazard either to the competitor, other participants and/or the public.

6.8.1.8. The Technical Director shall inspect any cars involved in an accident and determine their suitability for continued participation in competition.

6.8.1.9. The Technical Director shall apprise other race officials of any cars out of the race and the reasons therefor.

6.8.1.10. The Technical Director is empowered at any time during or at the competition of, competition to impound any cars selected and confine them to the "official technical area." These cars shall be kept under supervision as commanded by the Technical Director and examined for compliance with NMRA rules and regulations. Any participant refusing the imposed event inspection procedure will be disqualified.

6.8.1.11. The Technical Director is responsible for suitable discipline in the pit area and may levy a fine for any violations within his/her authority.

6.9. REGISTRAR'S DUTIES

- 6.9.1.** The Registrar shall ensure that all licensing and registration comply with NMRA rules and regulations, as follows:
- 6.9.1.1.** The Registrar shall see that the official entry forms for each car entrant and driver are correctly completed and signed and that any required entry fee is paid prior to a NMRA sanctioned competition and/or event.
 - 6.9.1.2.** The Registrar shall see that any and all required releases as applicable, are correctly completed and signed by the participant requesting credentials for a sanctioned NMRA competition and/or event.
 - 6.9.1.3.** The Registrar shall ascertain that all drivers, car entrants and officials participating in a NMRA sanctioned competition and/or event are members in good standing and are current NMRA licensed and/or registered.
 - 6.9.1.4.** The Registrar will ascertain that any outstanding fines due by a participant are paid in full; prior to the issuing of credentials.
 - 6.9.1.5.** The Registrar shall submit to NMRA at the conclusion of a competition an accounting, in writing, of: the entry forms for all participants, a record of all credentials issued, a tally of funds collected, and, as necessary; the qualification and race summaries

7. QUALIFYING

7.1. PURPOSE OF QUALIFYING

- 7.1.1.** Qualifying determines the eligibility of each entrant to participate in the succeeding events of a race competition by ranking the entrant on the basis of its demonstrated competitive potential. The types of qualification may include, but are not limited to, any combination of the following:
- 7.1.1.1.** Individually timed trials
 - 7.1.1.2.** Prior record in NMRA competition
 - 7.1.1.3.** Ranking determined by draw

7.2. STATEMENT OF QUALIFICATION METHOD

- 7.2.1.** Subject to approval by NMRA officials, the entry form will cover the following two (2) areas:
- 7.2.1.1.** The type(s) of qualifications
 - 7.2.1.2.** The scheduled qualification laps
- 7.2.2.** NMRA officials are empowered to change the stated qualification method, as necessary, for the safe and orderly progress of the race event.
- 7.2.3.** Where time trial eliminations are not used and where more than the maximum number of cars are entered, the NMRA officials are empowered to arrange heat or elimination trials other than specified under the schedule of events.
- 7.2.4.** The NMRA officials shall be empowered to consolidate or otherwise modified, the makeup of heats; if the number of competitors present at the start, or other conditions, warrant their so doing.

7.3. QUALIFICATION PROCEDURES

- 7.3.1.** All entrants in the race, including post entrants, are eligible to participate in a drawing for qualifying order. **This drawing will be closed at a time specified by NMRA officials.** Entrants who have not drawn by the specified time will be placed in the qualifying order the discretion of NMRA officials. These cars are also subject to penalty.

- 7.3.2.** The entry form may specify that the qualification order will be determined by draw. In this case, a drawing for qualifying positions shall be held prior to the first race event. Every entrant in the race event is eligible to participate in this drawing subject to the approval of NMRA officials; except that post entrants may be placed at the rear of the qualifying order through a separate phase of the drawing. NMRA officials are empowered to draw for any entrant who does not have an authorized representative present at the drawing.
- 7.3.3.** When a qualifying draw is not held, the qualifying order will be determined by the drivers point average for the current season. For the first two races of the year, the previous year's points average will be used. Drivers without a point average, drivers that do not attend the drivers' meeting, or driver changes after the drivers' meeting ("non-point drivers") will qualify after the handicapped drivers.
- 7.3.4.** The cars shall retain their positions in the qualification order as long as the car remains in the area designated by NMRA officials and until the car is ordered by the officials to proceed with the qualification attempt.
- 7.3.5.** If a car does not proceed with his/her qualification attempt when ordered to do so by a NMRA official, he/she will forfeit their position in the qualification order and may be further penalized by the loss of one (1) qualifying lap.
- 7.3.6.** Any car unable to qualify within three (3) draw positions of its original place in the qualification order may line up at the end of the qualification session with the loss of one (1) lap from the qualifying attempt.
- 7.3.7.** In the event timed qualifications are not held or completed, starting position may be determined by the current season point average of the driver
- 7.3.7.1.** The starting lineup shall be determined as if the point average were actual qualification times. Those drivers and/or entrants without points will line up at the rear of the field.
 - 7.3.7.2.** If more than a full field of cars are eligible to qualify, NMRA officials will provide a modified format to accommodate all participants.
 - 7.3.7.3.** NMRA officials may provide a starting position at the rear of a heat race, or semi main event for any former NMRA champion not previously qualified for the event.
- 7.3.8.** Any replacements and/or alternates necessary to complete the starting field of a race event will be based on the times from the qualifying session, or by draw order if no times are posted, and will lineup at the rear of the starting field.
- 7.3.9.** If the field of cars is not sufficient to comprise a complete lineup, a car that was not able to qualify shall have a starting position at the rear of the field.

7.4. QUALIFICATION PRESENTATION

- 7.4.1.** Cars may be fully inspected and approved by NMRA officials prior to being presented for qualification; at the discretion of NMRA officials.
- 7.4.2.** A driver, who has qualified a car, may not make an attempt to qualify a second car unless the first car has been withdrawn from the race event with the permission of NMRA officials.
- 7.4.3.** A car may take warm-up laps before starting an attempt. NMRA officials are empowered, however, to limit or dispense with the warm-up laps.
- 7.4.4.** A qualification attempt will be considered started, when the front wheels of the car cross the starting line after the proper signal has been given by the Starter.

- 7.4.5.**NMRA officials are entitled to cause the interruption of a qualification presentation. The interruption is signaled by the display of yellow or red flags. The decision to interrupt a presentation is not protestable.
- 7.4.6.**A qualification time can only be completed under green flag conditions. A car will be charged with a completed qualification when the front wheels of the car cross the start/finish line after completing the qualification distance in one or more laps.
- 7.4.7.**No engine may be changed after a car's official qualifying time has been determined without the permission of a NMRA official. In any event, the substitute engine must be the same type, design and manufacturer.
- 7.4.8.**The Chief steward is empowered to change the event format, including the number of laps to be run, not to exceed number of laps on the entry as set forth in the official entry when unusual circumstances arise that demand this action.

7.5. OFFICIAL QUALIFICATION TIME

- 7.5.1.**The official qualification time of each car will be that shortest total elapsed time of any complete lap by that car. The scorer will create a record of the time of each completed lap by each car during the qualification period(s).

7.6. QUALIFICATION TIES

- 7.6.1.**In the event of two (2) or more cars posting identical official qualification times, those cars will be ranked in the order in which the complete time trials occurred.

7.7. VIOLATION OF RULES DURING QUALIFICATION

- 7.7.1.**The Chief Steward is empowered, at his discretion, to pronounce any of the penalties granted to him in Section 11 when an entry is determined to have been in noncompliance with the Rules and Regulations during qualification activities.
- 7.7.2.**The decision as to which penalty is most appropriate is not protestable.

8. RACE PROCEDURES

8.1. REPORT TO TRACK

- 8.1.1.**Qualified cars are to be in a location designated by a NMRA official and ready to start the race before the time specified by the entry form, NMRA bulletin, or by special instructions from NMRA officials. NMRA officials are authorized to replace any entrant not complying with the rule and start an alternate car.

8.2. ORDER OF START

- 8.2.1.**Unless otherwise specified in the entry form or by NMRA bulletin, cars shall be started in the order of their qualifying time or point average, with:
- 8.2.1.1.** The fastest/highest point average car first or
 - 8.2.1.2.** The fastest/highest point average cars inverted at the front of the field (number of cars to be inverted will be determined at each specific competition)

8.3. STARTING FIELD

- 8.3.1.**The number and method of selection of starters for any event is stated below. Special methods of selection will be stated in the entry form or by bulletin.

- 8.3.2.**Heat Race lineups will be staggered and fully inverted by qualifying or point average followed by non-qualifiers. The fast qualifier will be in the first heat race. For less than eighteen (18) cars, two (2) Heat Races will be run; For eighteen (18) cars or more, three (3) Heat Races will be run. The top four (4) finishers from each heat will be eligible for the Main Event invert
- 8.3.3.**If more cars are running than will be started in the Main Event (16 on small tracks or 20 on large tracks), a Semi Main will be run. The cars not transferring to the Main Event by their heat race finishing position, will start the Semi Main straight up by qualifying finish/point average followed by non-qualifiers.
- 8.3.4.**The Main Event lineup will be the top eight finishers from the Heat Races followed by transfers from the Semi Main. The top heat race finishers will be fully inverted by qualifying followed by the non-qualifiers that transfer from the Heat Races. They will be followed by the top finishers from the Semi Main in the order of their finish in the Semi. If no Semi Main is run, the cars that do not transfer to the Main Event from their Heat Race, will follow them straight up by qualifying finish followed by non-qualifiers.
- 8.3.5.**The qualified starters will be the specified number of entrants as determined by the method of selection, unless one (1) or more of them fail to or are not permitted to line up for the race; in which case, NMRA officials may permit alternate starters to complete the field.
- 8.3.6.**In the even additional starters are permitted, the alternate starters, followed by the added starters, will take their positions at the rear of the field. This provision will apply, even if the entry form calls for an inverted start.
- 8.3.7.**In the even qualifications cannot be held or completed prior to the start of any race, the field will be filled in a manner specified in the entry form or by NMRA officials.

8.4. METHOD OF STARTING

- 8.4.1.**All races, heats or qualification trials shall begin with a flying start. A flying start is defined as a car having constant motion coming out of turn four (4) and continues on across the start/finish line.

8.5. START

- 8.5.1.**All drivers must line up in their proper position on the parade or pace laps. They must maintain position unless mechanical problems occur or so instructed by an official. In the event a driver drops out due to mechanical trouble, the remained of the field should retain their assigned positions unless otherwise instructed by an official.
- 8.5.2.**Drivers dropped out of the parade or pace laps will not cause a delay to the start of the race. If they go directly to the designated work area and are able to make repairs, they may restart the event when told it is safe to do so by an official. Their first scored lap will be after they complete a lap under power. If the car is taken to the pit area, it will be disqualified for that heat or main event.
- 8.5.3.**Cars, whose engines are not running by the start of the first parade or pace lap, shall be moved to the designated work area to be examined by crew members and repairs made. After repairs have been completed, the sequence in rule 8.5.2 will be put in force.
- 8.5.4.**Drivers cannot raise their hand to postpone a start unless the officials have given prior approval.
- 8.5.5.**The pole car will set a pace acceptable to NMRA officials for the parade and pace laps. No car shall pass the pole car prior to the green flag and/or light being displayed.

8.5.6. After the green flag and/or light is displayed, the entire racetrack is in a green or race status. **All drivers may begin to pass and improve their position.** If, in the opinion of the officials, a driver flagrantly improves his/her position without cause prior to the green flag, he/she will be assessed a penalty. The penalty will be assessed at the first possible opportunity. In the event that the race is completed before a penalty can be assessed, the final results may reflect the assessed penalty. The official's decision to penalize or not, is not subject to protest.

8.5.7. **In the event of a single file restart the field must stay in proper position until the green flag/light is displayed, at which time drivers may begin to pass and improve their position.** If, in the opinion of the officials, a driver flagrantly improves his/her position without cause prior to the green flag, he/she will be assessed a penalty. The penalty will be assessed at the first possible opportunity. In the event that the race is completed before a penalty can be assessed, the final results may reflect the assessed penalty. The official's decision to penalize or not, is not subject to protest.

8.6. MOMENT OF STARTING

8.6.1. The official start of the race will commence the moment the front wheels of the lead car reach the assigned start/finish line after the green command has been given by the Starter.

8.7. STOPPING ON THE COURSE

8.7.1. A car that stops for any reason after leaving the grid and impedes the start of the race, will be placed at the rear of the starting field.

8.7.2. At certain venues a two (2) spin rule will be in effect. When this rule is in effect and in case of a spin and/or stop, only one (1) assisted restart per race, per car will be permitted. Additional restarts will be at the discretion of the Chief Steward.

8.8. REPOSITIONING

8.8.1. Cars stopped on the course and restarted will be placed at the rear of the field.

8.8.2. Any driver who improves his/her positions during a start or restart by passing other cars before a designated point on the track shall be guilty of a violation. The penalty will be a repositioning of the car rearward two (2) positions for each car passed. This penalty will be assessed at the next yellow caution period if possible or in the Official Finish of the race.

8.9. HAZARDOUS MECHANICAL CONDITIONS

8.9.1. Any car, stopping in the pits or designated work area, which exhibits any hazardous mechanical condition will not be allowed to continue in competition until the required repairs have been rendered. The officials' decision as to whether a car will be permitted to continue in competition is not subject to protest.

8.10. TECHNICAL OR STRUCTURAL CHANGES

8.10.1. Technical or structural changes that may occur between the start of the race and the post-race inspection due to minor accidents, material or parts failure, that are judged acceptable by the inspecting officials, is not protestable by other competitors during or after a race. Under these conditions an official has the authority to require the car to be brought into the pit area or designated work area for inspection and/or correction. The decision of the NMRA officials is final and is not subject to protest.

8.11. YELLOW CAUTION FLAG CONDITIONS

8.11.1. The NMRA officials are entitled to call at any time, for any reason, a yellow caution. The decision to call, not to call or to end a yellow caution is not subject to protest.

- 8.11.2.** The yellow caution starts with the display of the yellow flag and/or light and ends with either the green flag and/or light, the red flag and/or light, or the checkered flag.
- 8.11.3.** Yellow caution laps may or may not be scored, depending on track size and number of race laps. **The determination of this procedure will be given at the drivers meeting.** In the event that yellow laps are not scored, the provisions of rule section 8.13 items C, D, and E, will be used to determine the last official race laps and the restarting order.
- 8.11.4.** At the start of the yellow caution, all drivers are required to reduce speed immediately. The driver in the lead car of the race is required to reduce speed to pace lap speed and to maintain that speed during the yellow caution. All other drivers shall close with caution to a position in single file behind the race leader. In the event that the race leader leaves the track, the next driver in line has the obligation of keeping the pace lap speed.
- 8.11.5.** When the track is clear, the race leader is required to maintain pace lap speed until he/she reaches a specified point and accelerates back to race speed. When the leader reaches the designated point for the restart and the field is in proper order, the green flag/light will be displayed.
- 8.11.6.** Under yellow flag laps, no driver shall pass another car unless:
- 8.11.6.1.** The other car is stopped on the course.
 - 8.11.6.2.** The other car is on the apron or is on the inside of the track and not maintaining pace lap speed.
- 8.11.7.** In the event of a false start or restart, any driver who passes another car is required to slow down and take his/her proper position as soon as possible.
- 8.11.8.** The penalty for passing a car during a yellow flag without permission of a NMRA officials, is the loss of two (2) positions on the track.
- 8.11.9.** The penalty for improperly passing another race car during a yellow flag without permission of a NMRA official is the loss of one (1) position on the track.
- 8.11.10.** The penalty for failing to cooperate with the operation of the pace car for any intentional attempt to interfere with the operation of the pace car during the yellow flag will be the loss of two (2) positions on the track.
- 8.11.11.** If for any reason the above penalties are not applied during the race, NMRA officials are empowered to apply the penalties after the race in the final positions of the official results of the race. The issue of whether a penalty could or should be applied during the race, or after the race, is not protestable or appealable.
- 8.11.12.** If the yellow flag is displayed before the field completes the first lap, a complete, two abreast restart will be made with the exception of those cars not completing the first lap. They will be placed at the rear of the field.
- 8.11.13.** If a second restart is necessary, the cars will line up single file with the exception of those cars not completing the first lap. They will be placed at the rear of the field.
- 8.11.14.** If the field completes the first lap under green, the first lap will be scored. Any successive yellow flags will result in a single file restart. This lineup will be decided by the last completed lap scored under the green flag.
- 8.11.15.** Any car not completing the first lap where the yellow is displayed, shall be considered involved in the incident and placed at the rear of the field; unless otherwise directed by NMRA officials.

8.11.16. If an event occurs on the first lap where the yellow is displayed and after running laps under yellow it becomes required to display the red flag; the restart lineup will be based on the yellow flag procedure and cars involved must start at the rear of the field.

8.11.17. A car unable to start a race that is later red flagged may enter the restart lineup at the rear of the field.

8.11.18. During a caution period a car may be called into the designated work area, using the black flag, for inspection by NMRA officials. If the car is determined to be safe and no work of any kind is implemented, the car may return to its previous position.

8.12. BLACK FLAG CONDITIONS

8.12.1. The NMRA officials are entitled to direct any driver, at any time, to stop for a consultation by displaying the black flag.

8.12.2. The determination to order a driver to stop for consultation may be made if it is believed that a situation exists which could cause the driver or his car to create a hazard to himself/herself or other participants.

8.12.3. When a competitor's car is ordered to the designated work area due to a hazardous condition of his/her car, the appropriate repairs must be completed before the participant will be allowed to continue in the race event. The decision to let the car continue in the race will be made by NMRA officials and is not subject to protest.

8.12.4. A driver may be ordered to stop off the track if the driver has flagrantly violated the rules or is driving in an irresponsible, reckless or unsportsmanlike manner.

8.12.5. The decision by NMRA officials to order or not to order a driver to stop is not subject to protest.

8.12.6. Competitors who clearly ignore the black flag signal and do not stop in the pit area or designated work area on the next lap after the black flag has been displayed, will be penalized with no laps officially scored following the lap on which the black flag was first given. The decision as to whether the black flag was ignored, is not subject to protest.

8.13. RED FLAG CONDITIONS

8.13.1. When the red flag and/or light is displayed, it signified the stopping of the race immediately. Competitors are to stop, as instructed by NMRA officials, on the track as soon as practical.

8.13.2. In the event a race is red flagged prior to the starting field completing one (1) lap; no laps will be officially scored; a complete restart will be conducted using the original starting lineup. This restart will include all of the procedures of the original start.

8.13.3. In the event a race is stopped anytime following the lap completion, as covered in rule 8.13.2 above, the last official race lap will be the last completed race lap in which all cars in the field (excluding cars passed by the leader during that lap) were scored at the start/finish line prior to the display of the red flag/light or the yellow flag/light.

8.13.4. Should a race continue, other than as detailed in rule 8.13.2 above; the competitors shall be lined up in single file order starting with the race leader. The restart order of the remaining competitors will be determined by their physical sequence at the start/finish line during the last officially scored lap as determined in rule 8.13.3 above.

8.13.5. In respect to rule 8.13.4 above, the following conditions will cause a competitor to be placed at the rear of the restart lineup:

8.13.5.1. Competitors involved in an accident during, or subsequent to, the last officially scored lap. The determination that a car has been involved in an accident is not subject to protest.

8.13.5.2. Any cars stopped on the track, for any reason, during the last officially scored lap.

8.13.6. The restart order of competitors placed at the rear of the lineup will be in order by total laps completed and order of completion.

8.13.7. With the race continuation, scoring of competitors will not begin until the green flag/light is displayed.

8.13.8. The decision to red flag a race event is not protestable.

8.14. RACE COMPLETION

8.14.1. The race event will be considered finished at the point that the checkered flag is displayed, notwithstanding any subsequent situations, actions, or penalties. The race competition will be considered completed when, after that point, each car still running on the track has had safe and adequate opportunity to return to the start/finish line. At this time, scoring will cease and the event is concluded. The NMRA officials' decisions in this matter is not subject to protest.

8.14.2. A race event will not be considered complete unless more than fifty percent (50%) of the scheduled number of laps has been run by the race leader. The NMRA officials have the authority to amend this ruling when unusual circumstances arise.

8.14.3. The white flag will be displayed to the race leader as he/she starts his/her last lap and will continue to be displayed to each successive car.

8.14.4. The checkered flag will be displayed to the race leader as he/she completes his/her last lap under power and will continue to be displayed to each successive car as covered in rule section 8.15 item C above, until the race event has concluded.

8.14.5. The final standings will be determined by the order in which the cars completed the scheduled distance. Competitors not completing the scheduled distance will be scored in order by the total laps completed.

8.14.6. In the event a competition is stopped by the use of the red flag/light and is subsequently ruled concluded, the official order of finish will be determined by scoring all cars in order of the total laps completed and, in the order, completed, based on the last officially completed race lap. NMRA officials have the authority to revise the final standings by removing appropriate lap scoring from any car(s) they have determined were involved in the incident which caused the red flag/light to be displayed. The final standing will be revised prior to posting. The decision by the NMRA officials as to who was involved in the incident, is not subject to protest.

8.14.7. If a preliminary or qualifying race is topped due to the red flag/light and subsequently ruled complete, NMRA officials have the authority to assign finishing positions based on the official restart lineup.

8.14.8. Special conditions at an individual race track could influence or alter portions of rule section 8.14. Any amendments to this rule section will be advised either via the entry form, by bulletin or announced at the driver's meeting.

8.14.9. NMRA officials may alter the event format, including the number of laps to be run as detailed in the official entry when an unusual situation warrants this action.

8.14.10. Should it be necessary to run the feature event before the semi-main event; or if the semi-main is not run, the necessary participants to complete the feature lineup will be transferred in accordance with the starting lineup of the semi-main event.

8.15.SCORING

- 8.15.1.** For all NMRA races, a single start/finish line will be clearly defined on the race surface. This line will not extend to any area off the assigned racing surface.
- 8.15.2.** At each race, the official scorer will create a record of the actual order in which each competitor crosses the start/finish line from the initial start of the race through the official conclusion of the race. This record is the primary race scoring register
- 8.15.3.** A competitor will be officially scored with a lap only when the front wheels cross the start/finish line after completing one (1) full circuit of the track; as determined by the scoring register covered in rule 8.15.1 above.

8.16.TIES

- 8.16.1.** Should the scorer(s) be unable to conclusively determine any difference in the physical order for two or more cars, the NMRA officials are empowered to declare a tie for the positions involved. The NMRA official's decision to declare a tie is not subject to a protest.

9. CHAMPIONSHIPS AND POINTS

9.1.NMRA CHAMPIONSHIPS

- 9.1.1.** NMRA recognizes both entrant and driver champions. To facilitate competition for this championship, NMRA calculates and publicizes rankings of all participating entrants and drivers following each race meeting.

9.2.RACES IN CHAMPIONSHIP PROGRAMS

- 9.2.1.** All race meetings slated will offer Championship points unless specifically excluded by the Board of Directors.

9.3.ASSIGNMENT OF POINTS

- 9.3.1.** Points are awarded only to the registered entrants and licensed drivers with NMRA membership

9.4.AWARDING OF POINTS

- 9.4.1.** NMRA maintains a system by which eligible car owners and drivers accumulate points at slated race events as follows:
- 9.4.1.1.** Car owner points are awarded only to current NMRA members with a valid entrant's license and properly registered car at the time of the competition.
 - 9.4.1.2.** Driver points are awarded only to current NMRA members with a valid license at the time of competition
 - 9.4.1.3.** Points may or may not be earned by added starters in a race event, at the discretion of the NMRA officials. Entries starting behind the maximum number of competitors as specified in the entry form are considered added starters.
 - 9.4.1.4.** In the event the starting driver is replaced by a substitute or relief driver during the race event, the starting driver will receive a percentage of the points available based on the portion of the race which he/she drove. The substitute or relief driver must be approved by NMRA officials before participating and must be a NMRA member.

9.5.ROOKIE OF THE YEAR

9.5.1.Acknowledge intent to officials and/or boar for ROOKIE OF THE YEAR status

9.5.2.No more than four (4) appearances at the back of each heat and feature races

9.5.3.All rookies must start 4 appearances at the back of each heat and feature races.

9.5.4.Rookie competitor will be evaluated by officials, drivers, and competition committee

9.5.5.After being found safe and in control, the rookie will get their starting position.

9.5.6.A rookie competitor, after getting their position, is found not to be in control of his or her race car. He or she will be reprimanded. (i.e., lose positions, set down, and/or fined)

9.6. POINT STANDINGS

9.6.1.All competitors will start each racing season without points. NMRA will maintain an accurate and timely record of accumulated points for all competitors. The current accumulated points and ranking of the entrants and drivers will be made available at the close of each race event

9.7. CHAMPIONSHIP SELECTION

9.7.1.At the close of the racing season, the entrant and driver with the highest number of ranking points respectively shall be declared the Champions. In the case of a tie in accumulated points for the champion's position, the tie will be broken by a tally of first place finishes. If still tied, a tall of second, etc, finishes will be utilized until the tie is broken. If a tie cannot be broken by the above tie breaker method, the champion will be the driver or entrant who garnered their point total first.

9.7.2.Ties for positions two (2) through ten (10) will be broke by awarding the higher position to the driver or entrant who garnered the point total first.

9.8. CHAMPIONSHIP AWARDS

9.8.1.After the close of the racing season NMRA will, on an appropriate occasion, present to the champions and the second and third place participants (if applicable) awards of recognition. When available; additional awards from individuals, corporations or associations to drivers and/or entrants may also be presented.

9.9. POINT FUND

9.9.1.NMRA reserves the right to create a monetary point fund with annual distribution based on point totals as follows

9.9.1.1. The total accumulated points earned by the entrant/drive throughout the racing season

9.9.1.2. Distribution of the point fund will be made to a predetermined number of competitors (drivers and car owners) based on their season's annual point totals

9.10.POINT SCHEDULE

<u>QUALIFYING</u>	<u>HEAT RACE</u>	<u>SEMI MAIN**</u>	<u>MAIN</u>
POINTS/POS	POINTS/POS	POINTS/POS	POINTS/POS
6.....(1)	6.....(1)	4.....(1)	60.....(1)
5.....(2)	5.....(2)	3.....(2)	57.....(2)
4.....(3)	4.....(3)	2.....(3)	54.....(3)
3.....(4)	3.....(4)	1.....(4)	51.....(4)
2.....(5)	2.....(5*)		48.....(5)
1.....(6)	1.....(6*)		45.....(6)
42.....(7)			
39.....(8)			
36.....(9)			
33.....(10)			
31.....(11)			
29.....(12)			
27.....(13)			
25.....(14)			
23.....(15)			
21.....(16)			
19.....(17)			
17.....(18)			
15.....(19)			
13.....(20)			
Balance of field 13.....each			

9.10.1. These points are only awarded to entries finishing 5th or 6th in a Heat Race and transferring directly to the Main.

9.10.2. **The first non-transfer finisher in the Semi-Main receives 4 points, with subsequent finishers receiving 3, 2, and 1 for the balance of the field.

9.10.3. Three (3) “appearance” points will be awarded to each NMRA registered car in attendance.

10.PRIZES AND AWARDS

10.1.PRIZES

10.1.1. All prizes must be approved by the NMRA Board of Directors

10.2.RESPONSIBILITY FOR PRIZES

10.2.1. Any organization which links itself in any way with the promotion of a race event shall cosign the sanction application and shall be jointly responsible for the full payment of all prizes as stated on the entry blank.

10.3.DEPOSIT OF PRIZES

10.3.1. NMRA officials will require adequate assurance prior to issuing a sanction that the prize offered will be forthcoming, and may require payment of prize money in full at the time the sanction is issued. The following conditions will apply:

10.3.1.1. Cash prizes shall be deposited at the office of the NMRA or deposited in a bank to the credit of the NMRA, no later than ten (10) days before the scheduled race event.

10.3.1.2. NMRA may require a Security Bond to be received by a NMRA official ten (10) days prior to the scheduled race date for the amount of funds agreed upon in the NMRA Sanction Agreement.

10.3.1.3. All organizers and/or others agreements between the race organizer and the entrant must be integrated into the entry form in order to be given recognition by NMRA. Any items started on the entry form will be required to be posted with the capital prizes as provided for under rule 10.3.1.1 above.

10.4.PRIZE MONEY PAYMENT

10.4.1. Prize money shall be paid to entrants no later than one (1) week after the completion of the competition; except in the case of a protest

10.5.FAILURE TO ADVANCE PRIZES

10.5.1. Where cash prizes stipulated on the entry form are not deposited or forthcoming within the time provided under rule section 10.3, a NMRA official is empowered to withdraw the sanction. The NMRA official shall make a public announcement of the reason for such action and report the incident immediately to the NMRA Board of Directors.

10.6.WITHHOLDING OF PRIZES UNDER PROTEST

10.6.1. When a protest or appeal is lodged which would affect the distribution of prize money, all prize money so affected will be placed in “escrow” until resolved

11.PENALTIES

11.1. Any individual or organization violating the rules and/or regulations as set forth in this statement of rules and regulations may be penalized.

11.2.SCOPE OF PENALTIES

11.2.1. Penalties may be imposed from among the following:

11.2.1.1. Detention penalties

11.2.1.2. Disqualification

11.2.1.3. Exclusion

11.2.1.4. Fines

11.2.1.5. Bonds

11.2.1.6. Forfeiture

11.2.1.7. Laps

11.2.1.8. Loss of points

11.2.1.9. Repositioning

11.2.1.10. Suspension

11.3.DETENTION PENALTIES

11.3.1. NMRA officials have the jurisdiction to impose detention penalties during a race event for any violation occurring during the race only. Detention penalties are not subject to protest.

- 11.3.2.** The designated NMRA official has the jurisdiction to determine the lengths of the detention, and this determination is not protestable.
- 11.3.3.** The designated NMRA official has the jurisdiction to delay the application of the detention until green flag conditions exist, and this decision is not subject to protest.
- 11.3.4.** The designated NMRA official has the jurisdiction to substitute the lap penalty should conditions prevent the administration of the detention penalty, and this decision is not subject to protest.
- 11.3.5.** The ruling of a detention penalty will result in the administration of black flag procedures as described in rule 8.12. The transgressing competitor will be detained in the pit area or designated work area by a track official and may return to competition only upon the signal of said official; when conditions are safe to reenter the track proper.

11.4.DISQUALIFICATION PENALTIES

- 11.4.1.** A judgment of disqualification may be declared by the NMRA. If declared during competition, a disqualification penalty is not subject to protest.
- 11.4.2.** Disqualification will involve the forfeiture of position, points and all money earned from the event in which the disqualification occurred, as well as forfeiture of any entry fees paid or payable. A ruling of disqualification will involve the loss of any right to compete in the balance of the current race event. Disqualification will not involve the forfeiture of awards earned in prior events during the race competition.

11.5.EXCLUSION PENALTIES

- 11.5.1.** A ruling of exclusion may be declared by NMRA. When declared, the period of exclusion is limited to the balance of the current race competition and/or the next race event scheduled.
- 11.5.2.** Any individual sentenced to exclusion shall be banned from participation, either directly or indirectly, in all or in part of a race competition. Individuals under penalty of exclusion shall not be issued credentials of any kind and the privileges and use of the track and pit area will be denied. In all instances, exclusion will involve forfeiture of any awards earned during the unexcluded
- 11.5.3.** portion of the race competition and those awards will be granted to NMRA.
- 11.5.4.** Any participant who is excluded from a race event will forfeit all rights to any awards in that particular competition.

11.6. FINES IMPOSED

- 11.6.1.** NMRA shall have the authority to pronounce a fine up to \$1,000 upon any NMRA member who violates any NMRA rule. To this fine, the NMRA Board of Directors may add further penalty.
- 11.6.2.** This authority is not confined to rule infractions which may occur during an event but is extended to cover any and all infractions on or off the track.
- 11.6.3.** The above authorities of NMRA officials or NMRA Board of Director member are in addition to any specified penalty attached to a rule.
- 11.6.4.** Any NMRA race official shall have the authority to pronounce a specific fine attached to a rule which is specifically delegated to him for enforcement.

- 11.6.5.** Fines may be deducted from the prize money of a competitor. All fines shall belong to NMRA.

11.6.6. No fine levied shall be revoked or amended except by order of the President after consultation with the Board of Directors and NMRA officials.

11.6.7. Fines are due and payable within one (1) week from the date imposed. Any delay in payment will entail suspension until such time as the fine is paid in full.

11.7. BONDS

11.7.1. A competitor may be required by NMRA officials or the NMRA Board of Directors to post a bond to assure compliance with the rules and regulations.

11.8. FORFEITURE PENALTIES

11.8.1. A judgment of forfeiture may be declared by NMRA officials or the NMRA Board of Directors.

11.8.2. A judgment of forfeiture will render null and void the results and/or rewards which were earned by a competitor in violation of the rules and regulations as stated herein. Only the results and/or rewards specifically listed in the declaration of the penalty will be forfeited. In all other aspects, the competitor will be considered to have officially participated, and will be listed among those competing; after the results of the forfeiture have been addressed.

11.9. LAP PENALTIES

11.9.1. NMRA officials shall have the jurisdiction to declare lap penalties as detailed in these rules and regulations as stated herein. This jurisdiction will be limited to violations occurring during race competition only. Lap penalties will be imposed in complete laps only.

11.9.2. The declaration of a lap penalty will result in the elimination of official credit for the specified number of laps penalized from the total laps credited to the competitor. If the lap penalty is declared during the competition, the deduction of official credit shall be behind with the competitor's lap in which the violation occurred and will include succeeding laps, as mandated.

11.9.3. Officials will make every effort to notify the violating participant of a lap or more penalty at the time it is declared; if possible, during a yellow flag condition; or if necessary, with the implementation of black flag procedures. However, failure to notify the participant during the race will in no way mitigate or change the imposed penalty.

11.10. LOSS OF POINTS

11.10.1. A participant who is found guilty of violating the rules and regulations may lose all points earned in the race event in which the infraction occurred. In addition, a participant may lose all points earned in that year up to and including the event in which the infraction incurred.

11.11. REPOSITIONING

11.11.1. NMRA officials shall have the jurisdiction to impose a repositioning penalty. A repositioning penalty is not subject to protest.

11.11.2. The declaration of a repositioning penalty will result in the relocation of the participant to a lower position in the event standings. If effected during the race event, the competitor will be declared to move to a different physical position in the line of cars on the track. If effected after the event completion, the official order of finish will be adjusted to reflect the repositioning penalty.

11.12. SUSPENSION

- 11.12.1.**The judgment of suspension shall only be declared by the Director of Competition of the NMRA Board of Directors. The term of suspension will be limited to a maximum of one (1) year.
- 11.12.2.**The judgment of suspension will involve the loss of any right to participate in any capacity whatsoever in any NMRA sanctioned race event.
- 11.12.3.**Individuals under penalty of suspension will not be issued credentials of any kind. The privilege and use of the track and pit area will be denied.
- 11.12.4.**Suspension will also render void all previous entries made for any race event which would take place during the period of such suspension and shall involve the forfeiture of any fees paid or payable for those entries.
- 11.12.5.**Every suspended individual may be required to surrender his/her license to NMRA, who will retain that license until the suspension has expired. Any delay in surrendering the license will be added to the period of the suspension.
- 11.12.6.**Any participant who is suspended in any race event will forfeit all rights to any wards in that particular competition.
- 11.12.7.**The NMRA Board of Directors shall have the sole right to forgive the unexpired term of a judgment of suspension declared under these rules and regulations.

11.13. AWARD AMENDMENT

- 11.13.1.**In instances as mandated by these rules; NMRA officials will declare the resulting amendment in the postings and awards.

11.14. PENALTY PUBLICATION

- 11.14.1.**NMRA has the right to publish or cause to be published a notice stating that a penalty has been levied and releasing the name or names of those involved. The individual(s) or organization(s) named in such notice will have no right of action against NMRA or any person publishing said notice.

11.15. ACTIONS SUBJECT TO PENALTY

11.15.1.Unsportsmanlike conduct

- 11.15.1.1.**Any competitor who, in the opinion of the NMRA officials, is guilty of unsportsmanlike conduct during a race event may be subject to any or all the appropriate penalties as set forth in rule section 11.2. Without limiting the generality of the foregoing, unsportsmanlike conduct will include reckless and overly aggressive driving; which endangers the safety of the competitors.

- 11.15.2.**Improper language or conduct: Any competitor, crew chief, crew member or any other individual who at any time or in any place is found using improper language to any NMRA official, track officials, or other NMRA member; or is guilty of improper conduct toward same may be subject to any or all of the appropriate penalties as set forth in rule 11.2

- 11.15.3.**Assault or battery: Any participant or other person, during a race event, who commits an assault or battery, will immediately be disqualified and/or excluded from competition by NMRA officials; with such action reported to the Director of Competition for consideration of imposing any additional penalties.

- 11.15.4.**Alcohol and illegal substances: The use of alcoholic beverages or illegal substances of any sort is strictly prohibited in the pit or track area during the course of a race event and may result in disqualification, suspension and/or exclusion
- 11.15.5.**Detrimental conduct: Any competitor who is guilty of conduct considered detrimental to racing and/or the NMRA organization, in the opinion of the Director of Competition or the Board of Directors, whether on or off the track, may be suspended and/or fined.

12.PROTESTS

12. PROTEST RIGHTS AND LIMITS.

- 12.1.1.** A protest as to the legitimacy of an entry or refusal of an entry rests solely with the competitor and must be filed at least twenty-four (24) hours before the start of the race event.
- 12.1.2.** A protest against another participant or the Technical Director in regards to particular specifications that are customarily inspected by the Technical Director are not allowed
- 12.1.3.** A protest against the scorers, timekeepers or the order of finish rests solely with the competitor and must be filed within thirty (30) minutes, or as dictated on the entry form, after the official order of finish is posted.
- 12.1.4.** A protest against any deed of another participant during a race event rests solely with the competitor and must be filed within thirty (30) minutes, or as decreed on the entry form, after the act complained of or the conclusion of the race event, whichever is later.
- 12.1.5.** Any protest against an action assessed by race officials rests solely with the driver, crew chief, or crew member, only when such action is taken against such driver, crew chief, or crew member as opposed to the entrant and must be filed within thirty minutes (30) minutes, or as dictated on the entry form; after the action complained of or the conclusion of the race whichever is later.
- 12.1.6.** The following items, as well as any other points designated as non-protestable, involving the judgment of the NMRA officials are not subject to protest and their decision is final and binding:
- 12.1.6.1.** The decision to call, not call or end a yellow caution.
 - 12.1.6.2.** The decision of an NMRA official to motion a competitor to pass the pace car under a yellow caution; or the officials judgment as to whether an appropriate passing signal was given.
 - 12.1.6.3.** The matter of whether a penalty could or should be applied or imposed during or after the race.
 - 12.1.6.4.** The determination as to whether a participant should be black flagged for a consultation in the pit area or designated work area.
 - 12.1.6.5.** The determination as to whether a participant deliberately ignored a black flag.
 - 12.1.6.6.** The determination as to whether a participant blatantly improved his/her position prior to crossing the start/finish line at the beginning of the race.
 - 12.1.6.7.** The decision to red flag the race.
 - 12.1.6.8.** The decision to declare a tie for a position.
 - 12.1.6.9.** The determination that a car is in such a perilous state that it should not be allowed to continue the race.
 - 12.1.6.10.** The decision as to whether the extension of qualifications, if allowed, could possibly interfere with race preparations.
 - 12.1.6.11.** The determination to reposition a car for a start or restart infraction.
 - 12.1.6.12.** The determination to levy a detention or disqualification penalty.
- 12.1.7.** Any participant who willingly competes in any competition which is not in accordance with the entry blank provisions, as published, thereby relinquishes his/her right to protest against the non enforcement of said terms.

12.2.PROTEST FILING

12.2.1. When a penalty is levied at a race event by NMRA officials, all related protests must be filed with the Director of Competition or NMRA Board of Directors.

12.3.PROTEST CONTENT

12.3.1. Protests are to be in writing and accompanied by the published protest fee and clearly detail the errors which are alleged. Each alleged error must be stated in specific rather than general terms and must contain a statement of the facts and grounds upon which it is based.

12.4.PROTEST FEES

12.4.1. Fuel system and engine \$300.00

12.4.2. All other protestable items with the exception of 13.4.1 \$100

12.4.3. The protest fee will be returned if the protest is deemed well founded.

12.4.4. Protest fees submitted regarding the legality of engine capacity will be turned over to the protested entrant in the event the engine in question is determined to be legal.

12.5.PROTEST DETERMINATIONS

12.5.1. When the penalty has been levied at a race event by NMRA the protests will be determined by the Director of Competition or NMRA Board of Directors. The protester and any other individual in interest is entitled to be heard and afforded an opportunity to call witnesses. All parties involved will be given ample notice of the hearing. The hearing will be informal and will be confined to the errors alleged in the protest and any evidence germane to those errors.

12.6.WITHHOLDING OF AWARDS

12.6.1. Any wards or prizes earned by a participant, who has been protested against, will be withheld until the protest has been settled in accordance with these rules and regulations.

12.7.RULINGS

12.7.1. All individuals involved will be bound by the decision rendered, subject only to appeal as hereinafter detailed.

12.7.2. Any protest which does not comply with the previous requirements may be denied and disregarded. Any alleged error not specifically introduced in the protest will be judged to have been waived.

12.8.RACE RERUNS

12.8.1. Neither the Chief Steward, Director of Competition or Board of Directors has the power to order a completed race event to be run again.

13.APPEALS

13.1.APPEAL INITIATION

13.1.1. Any license NMRA member is entitled to appeal and may submit a written appeal request

13.2.APPEAL CONTENT

- 13.2.1.** The appeal request must include reference to the express action by NMRA on which the appeal is based, the reasons for the appeal, the date of occurrence, the classification under which the appeal is submitted, and reference to any rules and regulations or by-laws allegedly violated and the relief requested.
- 13.2.2.** The appeal request must include copies of any and all documents regarding the appeal: protests, responses, rulings, etc.
- 13.2.3.** The appeal request must be accompanied by the applicable appeal fee and received by the NMRA president within the time perimeters as set forth for each appeal classification.
- 13.2.4.** Any appeal request which does not comply with the stated requirements may be dismissed. Any issues not specifically listed in the appeal request will be considered to have been waived.

13.3.APPEAL CLASSIFICATIONS

- 13.3.1.** Conduct or result of a race competition
- 13.3.2.** Regarding the determination from a Chief Steward's hearing regarding a protest, the appeal must be filed by five (5) PM pacific time of the third business day following the release of the specified determination
- 13.3.3.** Issues not expressly set forth in a Chief Steward's hearing in regard to a protest will not be considered on appeal
- 13.3.4.** Discipline of competitor or member
- 13.3.5.** Regarding the determination of the Director of Competition or Board of Directors pertaining to the by-laws:
 - 13.3.5.1. FEE:** Ten (10%) percent of any related monetary penalty.
 - 13.3.5.2. TIME:** Five (5) p.m. pacific time of the fifth business day following the release of the specified determination.

13.4.CORPORATE ACTIONS

- 13.4.1.** Regarding circumstances not otherwise classified by within the scope of the by-laws:
 - 13.4.1.1. FEE:** Ten (10%) percent of any monetary damages claimed.
 - 13.4.1.2. TIME:** Five (5) p.m. pacific time of the tenth business day following the date of the alleged action/inaction.

13.5.APPEAL ADJUDICATION AND HEARING

- 13.5.1.** The NMRA President, upon receipt of the appeal request, may dismiss portions or all the appeal based on the procedural noncompliance. The appeal portions accepted will be submitted to the Board of Directors for review. The scope of the review will be limited to the issues on the accepted appeal or appeal portions only.
- 13.5.2.** A Court of Appeals will then be formed. The Chairman of the Board of Directors or his representative will serve as the Chief Appeal Judge. Two other judges will be selected to serve with him/her. These judges may or may not be Board members but, cannot have actively been involved in the issued cited or have a personal interest in the outcome.
- 13.5.3.** The Court of Appeals may institute an investigation of the issues concerning the appeal and will convene a hearing within thirty (30) days of receipt of the appeal request unless extended by mutual agreement. The

appellant and any members involved will be given sufficient notice of the hearing date and time and shall be entitled to be heard and call witnesses.

13.6.COURT OF APPEALS SCOPE OF POWER

13.6.1. The Court of Appeals interprets the rules and regulations and applies them to the particular facts presented utilizing the following powers:

13.6.1.1. Call, examine and cross-examine witnesses.

13.6.1.2. Receive and rule upon applicable evidence.

13.6.1.3. Regulate the course of the hearing which includes dismissing any disruptive individuals and to strike any or all of the testimony of a witness refusing to answer proper questions.

13.6.1.4. Processing of any procedural requests, motions or equivalent issues.

13.6.1.5. Require an individual, at any time, to state his/her position regarding the issues stated in the appeal request

13.6.1.6. Pronounce an equitable remedy, within the NMRA Rules and Regulations and by-laws, regarding the issues at hand.

13.6.1.7. Order the return or forfeiture of the appeal fee.

13.6.1.8. Order the appellant against whom a final verdict is rendered to pay all expenses related to the hearing on issues at hand.

13.6.1.9. Institute any action judged appropriate for the equitable and expeditious closure regarding the issues at hand.

13.6.1.10. To dismiss appeals or any portions thereof.

13.7.COURT OF APPEAL LIMITATIONS

13.7.1. The Court of Appeals shall only interpret the rules and regulations and apply them to the facts presented.

13.7.2. The Court of Appeals does not have the authority to add to, subtract from or modify any of the rules and regulations as stated herein.

13.7.3. The Court of Appeals does not have the authority to amend a mandatory penalty or to alter the terms of the penalties as authorized in the rule section 11, nor create any penalties not specified in rule section 11.

13.7.4. The Court of Appeals is not empowered to order a completed race competition to be rerun.

13.8.APPEAL HEARING CONDUCT

13.8.1. The Court of Appeals hearing will be conducted according to the following:

13.8.1.1. The Court of Appeals hearing is not open to the general public and access is at the discretion of the Chief Appeal Judge.

13.8.1.2. The Chief Appeal Judge shall specify the parties and other necessary participants involved in the hearing. Race officials shall be considered as necessary participants in reference to the determination from a Chief Steward's hearing regarding a protest.

13.8.1.3. The Chief Appeal Judge will eject from the hearing any individual who engages in disruptive and/or inappropriate behavior.

13.8.1.4. The Court of Appeals hearing will be conducted in an informal manner and shall not be limited to technical common law rules of evidence as necessary in judicial proceedings but, will be satisfied provided that the evidence furnished is reliable.

13.8.1.5. All individuals involved in the hearing will be allowed to present and cross-examine witnesses and offer evidence.

13.8.1.6. The Judges of the Court of Appeals and others shall be allowed to examine witnesses.

13.8.1.7. The Court of Appeals will only consider evidence introduced during the hearing and exclude any irrelevant and immaterial evidence.

13.8.1.8. The Court of Appeals shall not consider issues outside the scope of the accepted appeal, except for procedural rulings.

13.9. APPEAL HEARING FORMAT

13.9.1. It is the responsibility of the Chief Appeal Judge to ensure that the following format is observed:

13.9.1.1. OPENING STATEMENTS: The parties involved in the proceeding will be allowed to make opening statements, with the appellant being the first to make his/her opening remarks. Each party is required to state the issues(s) before the Court of Appeals and include a brief summary of the position of the party with respect to each issue.

13.9.1.2. ORDER OF PROOF: Evidence is to be received by the Court of Appeals in the following order:

13.9.1.2.1. The appellant will be first to present evidence in support of the appeal.

13.9.1.2.2. On conclusion of the appellants direct examination, each witness will be subject to cross-examination by the other party(s) involved in the hearing.

13.9.1.2.3. The other party(s), against whom the appeal is taken, will then be allowed to present evidence.

13.9.1.2.4. Witnesses presented by the opposing party(s) shall likewise be subject to cross-examination by the appellant as well as members of the Court of Appeal.

13.9.1.3. CLOSING ARGUMENTS: At the conclusion of the evidentiary portion of the hearing all parties will be provided with the opportunity to make closing arguments; beginning with the appellant.

13.10. PUBLICATION JUDGMENT

13.10.1. The NMRA has the right to publish or cause to be published a judgment on appeal, and to state the names of all parties involved. The individuals referred to in the publication will have no right of actions against the NMRA or any person publishing the notice.

13.11. APPEAL PROCEDURE FINAL

13.11.1. Determinations of the NMRA officials on interpretation of rules and regulations, scoring of positions and penalties levied shall be final unless such decisions and penalties are protestable under these rules and regulations and all protested and appealed within the limitations prescribed. Any unappealed protest decision and/or appeal decision by the Court of Appeals shall be final and binding. No court action of any kind shall be allowed.

13.11.2. Any competitor in a NMRA sanctioned event forfeits any rights such individual may have to be a party to any legal action seeking equitable relief against the NMRA.

13.11.3. An individual's right to contest a decision is within the protest and appeal procedure of NMRA and any judgment within this procedure is final