

ROCKY MOUNTAIN MIDGET RACING ASSOCIATION

EVENT RULES & PROCEDURES

RULE I

JURISDICTION AND ADMINISTRATION

- 101. Effective Date:** These rules and regulations shall become effective January 1, 2025 and shall supersede all previous rules and regulations, bulletins or supplements and all of the rules and regulations herein shall be subject to the by-laws of the RMMRA.
- 102. Authority:** The RMMRA Board of Directors shall have the right to revise, change, amend or supplement these rules and regulations from time to time when, in their judgment, such change shall be in the best interest of the RMMRA but not contrary to the by-laws of the RMMRA. The Board shall ensure that all rules are enforced and shall act upon all matters stated or included in these rules and regulations.
- 103. Application:** These rules and regulations shall apply to all members and employees of the RMMRA; shall be in force at all RMMRA sanctioned race meets, trials, test or other activities that shall require the application of such rules and regulations; and shall be applied equally without favor or prejudice in accordance with the by-laws of the RMMRA as stated herein.

All members and employees of the RMMRA, track owners, promoters and guests attending, viewing or participating in any activity coming under the sanction or authority of the RMMRA formally agrees to be bound by these rules and regulations and by a current modification of them; and, recognizing that automobile racing is a hazardous undertaking, assumes all risk by reason of participating in, or attending such racing activities; and does for themselves and their heirs, executors and assigns, and administrators and successors, release and discharge the RMMRA, its membership, officers, employees or administrators, successors and assigns, from all liability for personal injuries that may be received, and from all claims and damages for injury to person or property growing out of or resulting from any event, race meet or any other activity or competition whatsoever contemplated or held under these rules and regulations or caused by any construction or condition of any track or location, equipment, cars or other device used therefore. Furthermore, the rules and regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all RMMRA events and, by participating in these events, all RMMRA members are deemed to have complied with these rules. No express or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guaranty against injury or death to participants, spectators, or others.

RULE II

SANCTION

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

RULE III

RACE OFFICIALS

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

1. Director of Competition
2. Technical Director
3. Pit Steward

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

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

Director of Competition Ruling / Appeals: During a race meet, there shall be no appeal from a decision of the Director of Competition except in the case of a decision contrary to a stated rule or regulation. When in the opinion of the aggrieved person, the decision of the Director of Competition is in direct conflict with a stated rule or regulation applying directly to the issue in question, they have the right to immediate appeal to the President. If the President is unavailable or is directly involved in the issue, the appeal is to be to the Vice President. If the Vice President is unavailable or is directly involved in the issue, the Director's ruling stands. The Director of Competition will always try to uphold the procedural rules and regulations. Variances in these rules may take effect when it is felt to be in the best interest of the RMMRA or The Event in Progress.

2. **Pit Steward:** The Pit Steward shall be responsible to the Director of Competition, and shall have the complete supervision of the pit area while a race meet is in progress; shall arrange the field by notifying the drivers and owners of their respective position for practices, time trials, and races; shall observe and enforce pit pass regulations; and expel from the pit area all unauthorized persons or those guilty of misconduct under the rules and regulations of the RMMRA.

RULE IV

RMMRA RACE EVENTS

400. GENERAL RULES

A. **Improper Language or Conduct**

1. No participant will be allowed to use improper language to a race official at the track.
2. No participant shall strike or cause bodily harm to any person at the track.
3. No participant or member of his/her pit crew is to approach the flagman or scorers during a race. Any problem is to be taken to the Director of Competition.
4. Guns or other weapons will not be allowed on any person at the track or at any **organization activity.**
5. All decisions at the race track will be left to the discretion of the Director of Competition.

B. **Minimum Age Requirements:**

All drivers competing in RMMRA sanctioned events must be 18 years of age or older.
See section (503.2)

C. **Physical Condition of Driver**

1. RMMRA strongly encourages all drivers to get an annual physical exam before the first race of the season.
2. No participant will be allowed to compete if it is evident that he/she shows signs of exhaustion, intoxication, or other potential physical incapacities which make him/her a threat to the well-being of himself/herself or his/her fellow competitors. The Director of Competition may rule that a driver is not able to participate.

- ##### D. **Intoxicants or Drugs: No driver shall be found to be under the influence of intoxicants or drugs while on the race course. Anyone found guilty of this infraction will be removed by security from the designated area.**

II. GENERAL RACE PROCEDURES AND RULES

A. Pill Draw:

All entrants must participate in pill draw in order to determine the heat race line ups or qualifying order.

1. The designated time for pill draw will be posted at the track.
 - a. Any Driver failing to draw for Heat Races or Pack Race Surface (when requested) will be placed at the back of their respective heat race.
- OR**
- b. The participant will qualify last if the event format calls for qualifying.

2. Only one pill may be drawn per entry.

B. Event Format: The event format will be left to the discretion of the Director of Competition and will be announced at the track.

1. All full race programs shall be run in the following order:
 - a. Option 1: Pill Draw / Invert Format (Typical)
 - i. Pill Draw to line up heats
 - ii. Heats
 - iii. Qualifiers (Optional)
 - iv. Trophy Dash (Optional)
 - v. Semi-Feature (Optional)
 - vi. Feature (number of positions inverted by roll of dice)
 - b. Option 2: Passing Points Format
 - i. Pill Draw in lieu of qualifying to determine line up
 - ii. Heats (passing points + finish for total earned)
 - iii. Qualifiers (Optional)
 - iv. Trophy Dash (Optional)
 - v. Semi-Feature (Optional)
 - vi. Feature
 - c. Option 3: Qualifying Format
 - i. Qualifications (time trials)
 - ii. Trophy Dash (Optional)
 - iii. Heats
 - iv. Semi-Feature (Optional)
 - v. Feature

C. Pill Draw / Invert Format

1. Heat races will be lined up by pill draw
2. Feature will be lined up by the first heat race winner rolling the dice for the inversion.

D. Passing Points Format

1. Passing points will be based on finishing position and cars passed.
2. The participant will not receive passing points if he/she does not partake in pill draw. The participant will only receive finishing points from the heat race.
3. The top 16 in passing points from the heat races will automatically transfer to the A-main. The number of cars that automatically transfer to the A-main from the heat races may be adjusted by the Director of Competition.
4. The balance of the cars remaining will be lined up in subsequent consolation events based on passing points.
5. The top finishing cars based on their finish will be lined up behind the cars that have already qualified for the main event. The number of cars taken out of each consolation event will be determined by the Director of Competition.

E. Qualifying Format

1. Qualification order will be determined by pill draw.
2. Any participant that does not participate in pill draw will automatically qualify last.
3. Any participant not ready to qualify when it is their turn will be penalized one lap.
4. Participants not in the proper qualifying order will be moved to the rear of the field and penalized one lap.
5. Qualifying is based on two consecutive laps, the faster counted as the official time. Heat races are then to be lined up according to the official times in an inverted, staggered manner.
6. In the event of a tie, the tie will be broken using the second fastest lap time. Should the second fastest lap time also result in a tie, the result will be decided in the favor of the participant who qualified first.

F. Warm-Up Laps: The Director of Competition will determine and explain warm-up procedures at the driver's meeting at each track. These will differ depending on track conditions and Promoter's options.

G. Flag Signals

1. Green Flag indicates the official START of the race, course is clear.
 - a. Alternates will be taken but only prior to the initial Green Flag.
 - b. At the competition director's discretion, a competitor in the original start order, who is not replaced by an alternate when a yellow or red flag presents with zero laps complete, may be allowed to rejoin the field at the rear.

c. **A DRIVER MAY NOT EXIT HIS/HER CAR WHILE ON THE TRACK DURING GREEN FLAG CONDITIONS.**

- i. Exceptions to this rule may be made for safety issues.
- ii. The Director of Competition will determine if the driver exited his/her car for a safety issue.

2. **Yellow Flag** indicates CAUTION, slow down and maintain position.

a. The yellow flag will be displayed in the event of an accident or an unfavorable condition on the course. In the event of the yellow flag being displayed, the leader of the race is required to slow down to parade lap speed and the balance of the field will close in behind him/her in the order in which they crossed the start-finish line on the last scored lap.

b. The green flag will not be displayed until the field has been completely closed up and the course is clear. When the green flag is again displayed, the race will be resumed all around the course.

c. **A DRIVER MAY NOT EXIT HIS/HER CAR WHILE ON THE TRACK DURING YELLOW FLAG CONDITIONS.**

- i. Exceptions to this rule may be made for safety issues.
- ii. The Director of Competition will determine if the driver exited his/her car for a safety issue.

3. **Red Flag** indicates STOP, race is halted. **The Director of Competition will determine whether the Red Flag condition is *open or closed*.**

a. **Closed Red:** Work on a car will be permitted during a closed red in the designated work area, but the car must be ready to resume racing when given the order and must start at the tail. Cars not back on the track before the one-to-go will not be permitted to resume the race.

b. **Open Red:** Work on a car will be permitted during an open red on both the track and in the designated work area, but the car must be ready to resume racing when given the order. Cars not back on the track before the one-to-go will not be permitted to resume the race.

- i. Any work done on a car requiring a jack must be done in the work area during an open red.
 - ii. If a car goes to the work area during the open red, the car will start at the tail.
4. **Black Flag:** indicates **EXIT THE RACING SURFACE**. You are being disqualified from the race, either for a safe driving violation or a car issue, you cannot continue.
5. **White with Red Diagonal Flag:** indicates Ambulance Flag; an ambulance is on the track. Reduce speed and proceed with extreme caution.
6. **Royal Blue with Orange Diagonal Stripe:** indicates a lapping competitor is attempting to pass, give him/her consideration.
7. **White Flag:** indicates Entering the Last Lap.
8. **Checkered Flag:** indicates Race Completion.

H. Method of Starting:

1. All races will be started with the flying start. The green flag will signal the official start of the race.
2. Order of Starts and Restarts: The order of start will be determined by the Director of Competition and race Officials.
3. Order may be according to draw, points standing, qualifying, or finish of previous race event.
4. Order may be partly or fully inverted as circumstances warrant.
5. Order may be modified by Officials, as determined for penalties or other judgment calls by the competition director.
6. The number of restarts allowed per car may be limited by the Director of Competition and race Officials.

I. Starting Speeds

1. No cars will hot lap or pass the designated pace car prior to the start of the race.
2. In the event the first row fails to properly address the starting line, whichever car or cars are involved shall be moved to the rear of the field at the discretion of the Director of Competition.
3. In the case of a start using a pace car, the pace car will leave the track before the starting lap and the lead pole car shall approach the starting line at a consistent speed, in accordance with track conditions and as required to keep the field in formation.
4. In the event a pace car is not used, the lead pole car will set the pace, which shall be slow and consistent, in accordance with track conditions and as required to keep the field in formation.
5. NO DRIVER MAY DELIBERATELY IMPROVE HIS POSITION UNTIL THE GREEN FLAG IS DISPLAYED.

J. Initial Starts

1. The lineup posted on the Pit Bulletin Board when cars enter the racing surface for any race shall be the final lineup. In the event a car drops out of the line-up for mechanical reasons, the balance of the field shall move straight forward.
2. The Start will be official only upon the Starter signaling with the Green Flag. In the event a Pace Car is used, all cars shall take their proper position behind it. In the event a Pace Car is not used, the Pole Car will set the pace, which shall be consistent with track conditions and as required to keep the field in formation. Do not pass the Pace Car. Flagman and or Director of Competition shall be empowered to disqualify or penalize any Driver violating this rule.
3. A White Line or Cone will be placed on the Turn 4 area for all double file starts. All cars must remain in proper order until the lead car or cars reach this point. The Flagman will be instructed not to throw the Green Flag until then. If the Official's judgment the front row car or cars are out of position a Yellow will be displayed. Any further violation will result in the offender to be placed a row back with the car behind the offender being brought to the front row. Any other car not in proper position in Official's judgment will be penalized a minimum of 2 positions plus one position gained over one. This penalty will be imposed on the next Yellow or Red flag. If there is no flag after the penalty, then it will be enforced at the end of the race.
4. Any car requiring a second push on start or restart of race will be placed at rear.

K. Restarts

1. Restarts will be single file.
2. In the event of a yellow flag, cars will restart according to the last completed lap.
3. In the event of a red flag, cars will restart according to the last completed lap.
4. Stopping on the Track: A car that stops for any reason under green flag conditions will be placed at the tail of the field for the restart. Exceptions to this rule will be made for safety issues. The Director of Competition will determine if the stop was made for a safety issue.
5. 360 Spins: NOT ALLOWED If a competitor executes a 360 spin that driver will be black flagged and scored in last place.
6. Accidents: Cars involved in an accident will restart at the rear of the field according to the running order they were in on the last completed lap.
7. Exiting the Track: If a participant exits the track for any reason during the race, he/she will not be allowed back on the racing surface if a work area is not provided.
8. If two or more competitors engage in any combination of the events named in numbers 4 through 6 immediately above on the same lap, the participants will restart at the rear of the field according to the running order they were in on the last completed lap.
9. Any participant failing to take his/her proper restart position, deliberately obstructing a fellow competitor from taking his/her proper restarting position, or intentionally delaying the restart of a race event will be moved to the last running position.
10. The leader sets the pace for a restart. Starts and restarts occur coming out of turn four.
11. If a participant brings out the yellow flag because he/she passed another competitor before the cone, the participant will lose two positions on the restart.
12. Competitors cannot hit the cone. If a participant brings out the yellow flag because he/she hit the cone, that participant will forfeit two positions on the restart.

13. Participants will only be allowed 2 restarts. Variances in this rule may be made by the Director of Competition and will be consistent for all competitors in the event.

L. Backup Cars

1. The use of a backup car must be approved by the Director of Competition.
2. A backup car does not have to be part of a team's original equipment. However, the backup car cannot have already competed in the event unless the driver of the car is considered scratch for the remainder of the event.
3. If a driver changes cars prior to his/her scheduled heat race, that driver will start in the position designated to him/her on the official heat line-ups.
4. If driver changes cars at any point after his/her scheduled heat race, that driver will start at the tail of the next scheduled event that he/she has been locked into.
5. Once a race has commenced, a driver cannot change cars for that race after one scored lap has passed.
6. If a backup car is utilized, a driver change will not be permitted for the remainder of the event.

M. Work Area: The Director of Competition will determine if a work area will be utilized at each event. If it is determined that a work area is available the Director of Competition shall designate the work area and announce such at the pit meeting. The designated work area may be utilized under yellow or red flag conditions. Under yellow or closed red conditions, once a car arrives in the work area, the car must begin its return to the track within sixty seconds or before the one-to-go of the same lap in which the car exited the track.

1. The car will restart at the tail of the field.
2. If a car exits the track and does not return within sixty seconds or before the one-to-go of the same lap in which it exited the track, the car will not be permitted to resume the race.
3. If a car exits the track and one or more laps are completed in its absence, that car will not be permitted to resume the race.
4. If the number of times a car utilizes the work area impedes the race, the car will be prohibited from completing the race. Each car will receive sixty seconds the first time in the work area, after that you must be ready by the one to go.
5. There will be no opportunity to work on a car under yellow flag conditions during any event until after the heat races.

N. Stopping on the Track

1. A car that stops for any reason after leaving the grid and impedes the start of the race will be placed at the tail of the starting field. Exceptions to this rule will be made for safety issues. The Director of Competition has the discretion to determine if the stop was made for a safety issue.
2. A car that stops for any reason under green flag conditions, including for an accident, will be placed at the tail of the field for the restart. Exceptions to this rule will be made for safety issues. The Director of Competition has the discretion to determine if the stop was made for a safety issue.

O. Rough Driving: (Shall be determined by the Director of Competition)

1. 1st Offense: Driver will be sent to tail.
2. 2nd Offense: Driver will be disqualified, receive no points and no pay.

P. Retaliation:

If a participant engages in retaliation before, during, or after a race, the participant will be disqualified and will receive no points or pay.

Q. Race Completion

1. A race will be considered complete when the checkered flag has been displayed or whenever the scheduled distance is finished, whichever occurs first. All feature races must be completed by a green, white, and checkered flag unless the discretion of the Promoter states otherwise.
2. If the scheduled distance of a feature event has not been covered, it is within the Director of Competition's discretion to decide if the race is complete.
3. The white flag will be displayed to the leader as he/she completes his/her last lap, and will continue to be displayed to each successive car during that lap of the race, indicating one more lap to be run.
4. The checkered flag will be displayed to the leader as he/she completes his/her last lap and to each successive car until all cars running have been signaled that the race has been completed.
5. If a race is stopped by a red flag after the leader and/or other cars have taken the checkered, those taking the checkered prior to the showing of the red flag will be scored according to how they crossed the start-finish line. Cars passing the start-finish line after the showing of the red flag will be scored according to their last scored lap (green). Those involved in the accident will be scored at the rear of the field.
6. If a race is stopped by use of the red flag and is ruled complete by virtue of more than 50% of the race event having been run, the finishing positions will be paid according to the last official scored lap by the leader, previous to the red flag being displayed. Any cars involved in the accident which resulted in the red flag being displayed, will be scored at the rear of the field.
7. If a feature race stopped by the use of the red flag is ruled incomplete by virtue of not having completed 50% of the race event, all race participants of that event will share equally in purse money paid for that event.
8. Once a Checkered flag displays the race is over. There will be no protesting the Director of Competition decisions with regards to the procedural running of the race.
9. Any competitor having a technical protest has 30 minutes to file that protest.

R. Rain outs

1. An event may be rained out at any time during the event.
2. If an event is past the half-way point of the main event (Feature), it will be considered a completed event, and points and payout will be awarded as such.
3. If the event is rained out prior to the half way point the promoter is not required to provide the payout as a completed event. Any monies provided will be complimentary.
4. Pit Pass Refunds will not be provided in the case of a rainout. Any pit gate monies refunded will be completely complimentary.
5. If a race is rescheduled after a rainout event that occurred in the first 5 laps the race will resume with a complete restart. If a race resumes after 5 laps are complete the restart format will be completely at the Director of Competition's discretion.

401. Scope: Contained in Rule IV are the specific rules, regulations and information that apply to the conduct of a racing event sanctioned by the RMMRA. The subjects covered include, but are not limited to, pit conduct, participant conduct, actual race procedure, visual signals used by the Flagman, violations, and qualifying.

402. Pit Regulations: The pit area is under the supervision of all race officials and the following rules and regulations apply specifically to the pit area:

1. Pit passes shall be obtained at the pit gate entrance and shall be worn in plain view at all times.
2. No person in the pit area shall stand, sit or otherwise be on guard-rails, track walls or fences.
3. No person from the pit area shall obstruct the entry to or be permitted on the race track other than in the performance of their official duties or unless they have been granted permission by a race official.
4. Failure to properly display the pit pass, or appearance, or conduct detrimental to the RMMRA, shall be sufficient cause for such pit pass to be revoked without refund and the offender to be removed from the pits.
5. **Aggression:** Car owners are responsible for the actions of the driver and crew. Any aggressive behavior in another team's pit will result in disciplinary action. To be determined by the Director of Competition.

403. Conduct of the Race: All cars entering the track area for participation in any type of race event are under the supervision of the Flagman & the Director of Competition. Drivers shall be familiar with and observe the rules and regulations of this section, especially directed to the conduct of the race.

- 1. Violations:** Violations observed by the race Officials shall be cause for consultation with, or penalty to, the competitor. The loss of one or more laps, loss of position on the starting grid, and/or finish, or other penalty, including disqualification, as deemed appropriate for the offense, shall be imposed by the Director of Competition.

RULE V

GENERAL DRIVER REGULATIONS

- 501. Scope:** All drivers shall be individually responsible to be familiar with and adhere to the rules and regulations of the RMMRA and especially those concerning driver safety, race conduct and pit activities.
- 502. Driver's Clothing:** All drivers shall wear:
- A: Full nomex driver suit (minimum of 2-layer recommended)
 - B: Full nomex underwear (to include top, bottom, foot socks)
 - C: Head sock or nomex lined helmet with skirt attached to the helmet
 - D: Nomex gloves (no holes or open fingers)
 - E: Fire retardant racing shoes
 - F: SFI certified head and neck restraints are **strongly recommended**
 - G: Arm Restraints are **strongly recommended**
 - H: Helmet must meet at minimum the two most recent Snell specifications

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

Seat Belts: Drivers must have their seat belts in position and securely fastened at any time the car is in motion, under power or being pushed to start. Seat belts are recommended to be replaced every year and it is mandatory that the date of the manufacture not be more than two years old.

- 503. New Driver (Rookies with or without previous experience):** Any new driver desiring to participate in an RMMRA sanctioned event shall become a participating member of the RMMRA and be registered under the following conditions:
- 1.** Upon approval of the Director of Competition to enter competition, start at the rear of the field in all events until, in the opinion of the Director of Competition, is considered capable of starting according to their qualifying position.
 - 2.** Age limitations: Drivers must be 18 years of age. The RMMRA Board of Directors will consider younger drivers with previous racing experience, written track release, written insurance approval, parental release, and hold harmless statement.

504. **Registration:** All drivers shall be participating members and registered drivers with all dues and fees paid before they may participate in any RMMRA sanctioned event, unless they are participating under the provisions of the RMMRA by-laws as a guest. **See current addendum for dues / fees.**

RULE VI

GENERAL CAR OWNER REGULATIONS

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

The numbering specifications are as follows:

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

sanctioned event, unless they are participating under the provisions of the RMMRA by-laws as a guest. **See current addendum for dues / fees.**

RULE VII

SAFETY

- 701. General Safety:** The primary goal of the RMMRA is to maximize the safety of the participants under the best possible conditions at all sanctioned RMMRA events. Whenever there is a conflict between a safety provision of this rule book and any other rule, bulletin, or supplementary regulation, the safety provision shall take precedence.
- 702. Track Safety:** The President, in his negotiations with track owners and promoters, shall assure that the provisions for safety, including the provision of medical and fire emergency crews, are adequate. No race shall be started or allowed to continue if these provisions are inadequate.
- 703. Participant Safety:** The Technical Committee has the primary responsibility for enforcing safety rules and regulations for the cars and drivers. The Director of Competition and Pit Steward, as well as the Technical Committee, have the right and authority to remove any car, which in their opinion constitutes a danger to other participants or itself from competition, the track and/or the pit area. This authority applies to any driver who operates his car recklessly or without consideration for the other participants.
- 704. Pit Safety:** Each pit shall be equipped with a minimum 5 lb. fire extinguisher capable of extinguishing fuel fires. All drivers, crews, and members in the pit area are required to conduct all activities with "safety first", including the operation of race cars in the pits, pit vehicles, pit work, and their own movements about the areas.

RULE VIII

VIOLATIONS

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

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

1. **Noise Pollution:** Wherever noise pollution regulations are in effect, they will be enforced and disqualification may occur when a violation is present.
2. **Disruption:** Fighting, abusive language, threats, or disruptive acts at any RMMRA sanctioned event, race, general or specific meeting, banquet, pit area, or RMMRA premises shall be subject to a fine of up to *\$150.00 and/or up to two race meet suspensions to the aggressor*. Second offense shall carry the penalty of a fine up to *\$500 and/or suspension up to one calendar year from the date of the offense*. In the pit area, the aggressor will be anyone causing the act outside of their immediate pit area. Participants other than the aggressor may also be penalized for their involvement at the discretion of the Officials concerned.
3. **Safety Violations:** Violations of safety equipment rules will result in the following:
 - A. First Offense: *\$25.00 fine and up to 5 points.*
 - B. Second Offense: *\$50.00 fine and up to 10 points.*
 - C. Third Offense: Disqualification until the problem is corrected.

RULE IX

INSPECTIONS

Technical Inspections

6. Technical inspections may be announced at any time during the event.
7. Inspections will vary in type and number of competitors required.
8. Inspections will be done in a fair and honest manner and are always performed to uphold the integrity of the RMMRA rule book, and sport as a whole.
9. Inspections will never single out one competitor unless a protest is filed timely, and the appropriate fees are collected.

PROTESTS

901. **Right to Protest:** The right to protest lies only with the competitor, i.e., driver and or owner; nevertheless, officials, acting in their official capacity, shall, even in the absence of a protest, take such action as the case warrants, and any car or cars may be inspected at any time during a race meet for technical compliance.

- 902. Lodging a Protest:** Every protest shall be clearly stated as to the action, subject or condition protested and the ground on which the protest is based. The protest shall be in writing and shall be accompanied by the appropriate fee. It shall be addressed to the Director of Competition or the President.
- 903. Procedure:** A protest made prior to the start of the main event, alleging a mistake or irregularity occurring during the course of the competition by an official, car owner, driver, pit crew or other involved party shall be made immediately and accompanied with a \$100.00 fee. The purpose is to allow for an immediate examination and decision by the Director of Competition based on the information available, and to allow the competition to continue without interruption. A technical protest occurring after the main event start shall be made within 1/2 hour of the Final Checkered Flag and a decision shall be made before the next scheduled event.
- 904. Protest against a decision of the Technical Committee:** Shall be made immediately and accompanied by a \$100.00 fee, so that the decision of the Technical Committee can be investigated by the Director of Competition based on information available, and the competition allowed to continue without interruption.
- 905. Protest against the award of positions:** Shall be made within one-half hour following the official announcement of the finishing positions.
- 906. Technical Car and/or Engine Protest:** A protest concerning a car and/or engine shall be made within 1/2 hour after the finish of a race meet and accompanied by a \$500.00 fee. The following conditions shall apply:
1. When a protest is deemed well founded, the \$500.00 fee will be returned; the owner of the illegal car and/or engine shall be disqualified, and no prize money or points counted during the race meet in which the protest occurs shall be awarded. If found guilty the second time for the same offense, the offender will be fined up to \$750.00 and lose points for the entire year. Third offense for the same reason will result in a 1-year suspension from occurrence, and up to \$2,000.00 fine.
 2. When a protest is not deemed well founded, the owner of the car shall receive the protest fee, less \$50.00 to cover the cost of inspection.
 3. Upon receipt of a protest, the protested car shall be impounded, under the control of the Technical Committee. The necessary inspection shall be made at a mutually agreed on time by a disinterested party, designated by the President. The owner of the protested car, one representative of each, and the Technical Committee may be present.
 4. Refusal to allow an inspection shall be considered an admission of illegality.
- 906a. Fuel Protest:** A protest against the fuel of a competitor shall be made immediately and accompanied by a \$50.00 fee. Penalties will be the same as 906, above.

907. **Adjudication of Protests:** All protests shall be decided by the Director of Competition, or as provided within these rules by the President.
908. **Withholding of Award:** An award gained by a competitor which is affected by a protest, shall be withheld until the protest has been settled.
909. **Judgment:** All parties concerned shall be bound by the decision made, subject only to appeal as provided by the By-laws of the RMMRA.
910. **Rerun:** No RMMRA Officer or Race Official shall have the authority to order a completed competition to be run again.