



Organization and Rules

The purpose of these rules is to improve the performance of NMMRA sanctioned events and to contribute in every way towards improving the caliber of sprint car racing. These rules are to aid in the safety of drivers, crew members, family members and spectators and to assure each participant a fair decision in case of disputes.

A). MEMBERSHIP AND VOTING RIGHTS:

1. All interested persons are eligible for this membership.
2. If a driver wishes not to join as a NMMRA member, it will cost \$20.00 plus \$10.00 for a pill draw, in order to compete in any and all future events.
3. Dues are \$30.00 per year for owners and drivers, \$25.00 for the car number. Car numbers must be paid prior to racing in any NMMRA event. Associate memberships are \$20.00 and have no voting rights.
4. No more than two votes will be allowed per active car (one for owner and one for driver). The owner or driver must be a member in good standing with NMMRA.
5. An active registered car is one that has competed in thirty (30%) of NMMRA sanctioned events during the current or previous year
6. Voting procedures are outlined in the By-Laws of the NMMRA. 7. All participants will be charged a \$10.00 pill draw fee even if they or their representatives were not present to draw.

B). ELECTED OFFICERS:

1. The Board of Directors of NMMRA is elected annually in accordance with the procedures and requirements set forth by the By-Laws of the NMMRA. All officers must be members in good standing with NMMRA.

C). RULE CHANGES:

1. Officers will schedule (1) membership rule change meeting per year prior to the start of the race season for any rule change discussion and vote. In the event of a tie vote, the NMMRA Board of Directors will vote to determine a final decision. Any proposed rule change must be published in writing to the general membership at least (5) days prior to the rules change meeting.

D). TRACK OFFICIALS:

1. PIT STEWARD: The NMMRA board will designate that person(s).
 - a. The Pit Steward will line up the cars per NMMRA rules, prior to staging.
 - b. Make decisions when necessary to help the show and participants in accordance with NMMRA rules.
2. PIT MANAGERS:
 - a. Assist the pit steward as directed by the Pit Steward.
3. FLAGMAN:
 - a. Handles the flags and controls the running of each event from warm up laps through the main events.
 - b. Has jurisdiction of the participating race cars during the running of each event.
4. ASSISTANT AND CORNER FLAGMAN:
 - a. Assist the Flagman as directed by the flagman.
5. CHIEF JUDGE:
 - a. is responsible for scoring, posting of final results, and timing of all events.
 - b. Furnishes the Flagman with line-ups required for restarts.
 - c. Will turn all records and results over to the Secretary/Treasurer at the end of each racing program.
5. JUDGES
 - a. Will assist the Chief Judge in the scoring, and posting of results as directed
6. RACING DIRECTOR:
 - a. The Racing Director will be in the judging box to oversee on track events and coordinate with track officials, in accordance with NMMRA rules.

E). PIT PASSES AND CONDUCT:

1. All car owners, drivers, and crew members shall possess a pit pass and sign the register at the gate before each NMMRA event.
2. Pit passes shall be worn/displayed during all race programs.
3. Proper conduct is expected of all that are in the pits or track areas.
4. Driver and/or car owner is responsible for the conduct of their race crew.
5. All personnel in the pits are encouraged to wear white for safety.

6. Any malicious action in the pits or on the track or any malicious or detrimental action or comments against this association, participating facilities or promoters via public forum may result in a fine, possible legal action or suspension for the remainder of the season

F). DRIVER ELIGIBILITY:

1. Age, as determined by Insurance Regulations (enforced by track).
2. Those drivers having fines or restrictions against them must have fines paid and restrictions satisfied before entering competition.
3. NMMRA reserves the right to refuse any driver from competing if there is good reason to believe that the driver will be a hazard to the public, other drivers, him/herself or the NMMRA.

G). ROOKIE OF THE YEAR QUALIFICATIONS:

1. In order to be eligible for rookie of the year, a driver must compete in one event in that season with rookie flags attached to their car. Rookie flags will be added or removed, when appropriate, with NMMRA Board approval.
2. Must be leading other rookies in points for the current year.
3. Tie breakers for the Rookie of the year:
 - a. The rookie competing with the most main event wins
 - b. The rookie who has participated in the most races
 - c. A co-rookie

RACE QUALIFYING PROCEDURES

A). Qualifying heat races will be held at all events.

B). The car count at the close of the drawing for qualifying heats will determine the number of heats to be run. As each number is drawn for a car, that number will be posted and this procedure will be repeated until a number has been drawn for each car that wishes to compete. The lowest number goes to the pole of the first heat race; the next lowest drawn number goes to the pole of the second heat, etc. Once pole position in each heat is filled, the next lowest number goes to the outside front row of the first heat, etc. If there are an uneven number of cars to equally distribute between heats, the last cars will be placed at the back of the lowest numbered heats. Any cars not represented at the drawing shall be placed at the rear of a heat race. Heat races will determine the starting position for the balance of races scheduled.

C). The passing point system will be used to determine starting positions in feature events. The driver will receive points for passing as well as finishing position, with the eight drivers accumulating the most points from heat races redrawing for feature starting position (top point earner drawing first, second highest draws next, etc.) and the balance of the "A" Feature and "B" Feature(s) lined straight-up according to passing point totals.

1). If more than 23 cars are eligible for the Main Event, a B Main will be run. The top 16 in passing points will transfer directly to the A Main. The top 4 finishes in the B Main will transfer to the A Main.

D). Any driver failing to draw for heat races or pack racing surface (when requested) will not receive passing points, but only points accumulated through his finishing position in his heat race.

E). In the event of a tie in passing points, the driver who first earned the points shall be aligned in front of any subsequent driver earning the same number of points (tie goes to the early heat). Passing points will be figured on the actual starting position on the final parade lap.

Start

	1	2	3	4	5	6	7	8	9	10	11	12
1	100	105	110	115	120	125	130	135	140	145	150	155
2	91.5	93	98	103	108	113	118	123	128	133	138	143
3	83	84.5	86	91	96	101	106	111	116	121	126	131
4	74.5	76	77.5	79	84	89	94	99	104	109	114	119
5	66	67.5	69	70.5	72	77	82	87	92	97	102	107
6	57.5	59	60.5	62	63.5	65	70	75	80	85	90	95
7	49	50.5	52	53.5	55	56.5	58	63	68	73	78	83
8	40.5	42	43.5	45	46.5	48	49.5	51	56	61	66	71
9	32	33.5	35	36.5	38	39.5	41	42.5	44	49	54	59
10	23.5	25	26.5	28	29.5	31	32.5	34	35.5	37	42	47
11	15	16.5	18	19.5	21	22.5	24	25.5	27	28.5	30	35
12	6.5	8	9.5	11	12.5	14	15.5	17	18.5	20	21.5	23

F). A car and driver qualify as a team. Each driver can qualify only one car. No driver change will be allowed unless the pit steward has first been notified, and whose car is irreparable. If the driver change occurs after packing, they may retain line-up position. If the driver change occurs after a heat race, then the driver must run scratch in any event qualified for.

G). NMMRA or their representative will advise drivers of the make-up of the number of heat races, main events, field maximum size and other pertinent information at the drivers meeting.

H). The official lineup is when the caution lights go out on the final parade lap. In the event a car drops out of the line-up for mechanical reasons, the balance of the field shall move straight forward. The exception being if 2 cars drop out from same row, then the following cars will be crisscrossed.

I). 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. NMMRA shall be empowered to disqualify or penalize any driver violating this rule.

J). A single white line or cone will be placed in Turn 4 for all double file starts. Drivers will not be allowed to increase the pace of the field before the line or cone. At the line or cone, the pole sitter may increase pace with the outside starter. All cars must remain in proper order until the lead car, or cars reach the line or cone. The Flagman will be instructed not to throw the green flag until then. If, in the Flagman's opinion, a car jumps the start, the yellow flag will be shown and the field restarted. If the same cars jump again, they will be sent to the rear.

K). Any car requiring a second push on start or restart of race will be placed at rear.

L). On all single file starts, the restarts will start at a cone to be placed in turn 4. The leader must start the race from turn the turn 4 cone and all cars must go outside of cone in proper aligned order. Leader must set a consistent pace and cannot increase his pace before the entrance of turn 4. Any car going inside of cone or hitting the cone will force a caution and will be placed at the rear of the field. Any car advancing position prior to the cone will receive a warning and the yellow flag displayed. On the restart, if the same car jumps the start again, they will go to the rear.

M). Any car on or near the racing surface that delays the start or restart of any race shall be penalized one lap by Officials.

N). Alternates will not be taken to fill any vacancies that occur.

O). Any car not running at a reasonable racing speed may be subject to disqualification for safety reasons.

P). At the discretion of the Race Director, the winner of each Heat Race, the winner of any consolation feature, and the top five finishers in the A Feature will be directed to go to the scales. Drivers must go directly to the scales. Any driver not going directly to the scales will be disqualified. The position of the scales will be disclosed during the drivers meeting. It is the responsibility of the drivers to know and understand where and how to get to the scales to avoid any penalties.

Q). A race is considered complete after completing half the distance of amount of laps posted.

R). NMMRA is not required to enforce infractions as they occur, and may elect to enforce penalties at the end of the race, or upon legitimate race scoring protest action.

FLAG PROCEDURES

GREEN FLAG

A). Green Flag – “Green means GO!!!” All other flags apply after 1st green is thrown.

1. Starts and initial re-starts: Cars on the 1st lap shall be two abreast and shall maintain a slow pace until the green is dropped. The green will be dropped at a designated point (line or cone). Remember, GREEN MEANS GO!
2. Any car causing (2) false starts shall be put to the back.
3. Front row pole (inside) sets a reasonable pace. Outside pole, it is your responsibility to keep pace with inside pole pace setter.
4. When the flagman has indicated one to go, the green flag will be thrown on the next lap.
5. All cars will be allowed to enter the track until the field is ready to race; but not after the “One (1) Lap to go” has been indicated.
6. Cars may not enter a race during a green flag lap. You will be black flagged.
7. After lined up on track, if a car has not made it, the lineup will adjust as follows: cars will move straight up single file, (no crossing over) to fill gaps, this includes scratches, no shows, or cars put at back on restarts

YELLOW FLAG

A). All restarts after the first lap will use the Delaware restart technique. The race restarts will have the leader of the race setting alone in front of the field with the second place driver having the option to restart from either the inside row or outside row and all other competitors lining up side-by-side accordingly. NMMRA and the track will have the option of changing the restart technique for safety and timing reasons. If you fail to follow this rule, you will be scored back two (2) positions for every car passed.

B). All cars stopping on a yellow flag, will be placed on the rear of Restarting line-up. Cars remaining on racing surface that are able to restart without service will be placed on the rear, in the order they were running prior to yellow flag.

C). If a car needs a second push off, after any cars have started, will start at the rear of that race.

D). Any car that is involved in two unassisted yellow flags will be disqualified for that event. There will be one attempt at a green-white-checkered flag; if another yellow flag appears then the race will be restarted with the green and white flags displayed at the same time.

E). Any car leaving the racing surface during a yellow flag will be scored at the last completed lap prior to exiting and may not re-enter.

F). During a yellow flag, all cars will line up in race position order and will restart on the same lap as the leader. For example; a car two laps down in 8th place that was just behind the leader when the yellow flag was waived will line up for the restart as the 8th place car now on the same lap as the leader.

RED FLAG

A). All red flags are closed. No individual, other than NMMRA or track officials or safety crew will be allowed on the track during a closed red. In the event of a closed red violation, both the involved car and the Individuals violating the rule will be disqualified for the event, and forfeit any accumulated points for that event.

B). No driver should pass the accident scene, unless absolutely necessary for safety reasons, and will be subject to review by NMMRA officials and possibly face disqualification and/or fines.

C). It shall be the decision of the flag man and NMMRA as to what cars flags were displayed for, and their decision is final.

D). A race is not considered complete until the checkered flag appears. If a yellow or red flag must be thrown after the checkered flag appears, the race is officially over and the payoff will be done in the same manner as yellow or red flag realignment.

E). Any driver who fails to display proper judgment when a caution or red flag is displayed will be subject to immediate disqualification for the night.

F). Any car leaving the racing surface during a red flag will be scored at the last completed lap prior to exiting and may not re-enter.

G). Any car/cars causing "Red" shall be inspected by driver/crew and at least one member of the safety committee (or designee) before being allowed to continue in that or the next race.

RED AND YELLOW FLAG TOGETHER

A). Means to line-up for a complete restart (when no laps have been completed) – Those cars requiring an assisted start will start scratch. If a car could not start at the original line up, after 3 laps under the yellow, the car may now join the race at the back of the field.

B). This may only be done upon a complete restart.

BLACK FLAG

A). Do as instructed by Flagman. If your car is black flagged, you may stop at the flag stand, but stay in your car, for consultation with an official. If the car is deemed disqualified, you will go immediately to your pits in a slow and safe manner. If allowed to continue by the flagman, you will restart in your position. A driver that causes two yellow flags will be black flagged. A black flag will be issued by the flagman, chief judge, or designated track official. Failure to comply shall result in a \$25 per lap plus any additional penalties imposed by the NMMRA Board.

1). Anyone continuing after a 360 degree spin will be black flagged.

WHITE FLAG

A). Indicates that one (1) lap will complete the race. If the red flag is thrown, or shown during this lap, the race shall be scored as completed, as the previously scored lap. Cars for which the red flag was used shall be scored at the back of the pack, inverted. If the flagman sees a safety issue and throws the yellow, it will go to a green-white-checkered, with the car/cars going to the back of the pack. The checkered flag is the only flag to follow the white flag with the exception of the red.

CHECKERED FLAG

A). Indicates the lead car has completed the race. Other cars shall be scored as they cross the finish line.

B). Any post-race collision may be viewed as a hostile act, unless determined to be unintentional. Normal NMMRA disciplinary action will result.

WARM-UP QUALIFYING LAPS:

A). When time and track conditions permits, warm-up laps will be arranged.

B). Qualifying laps will be held only as required by the type of program being run.

C). Packing of the track will be mandatory by all participants; you must be on the track within five minutes (5) after the first (1st) car is on the track. If you fail to comply you will run scratch in the heat race, and lose all passing points.

RACE PROGRAM PRODEDURES:

- A). The Board of Directors shall plan the format of the race programs and shall establish the points for winning positions. (See point system, establishing events in the rear of this rulebook
- B). New drivers and cars with handling problems may be lined up at the rear of the line-up per the board of directors and/or racing director's discretion. Rookie flags will be removed or put back on at the discretion of the NMMRA Board. All drivers must be ready to compete in the events for which they are scheduled. If a driver is late to the track, and not listed in the line-up, then that driver will start scratch. Any car not ready to complete may, at the discretion of the officials, be put in the rear of time trials, heats, changed to a later race, or left out of the remaining races entirely.
- C). Drivers shall drive off the track and into the pits at a slow speed.
- D). No driver change will be allowed unless the pit steward has first been notified, and whose car is irreparable. If the driver change occurs after packing, they may retain line-up position. If the driver change occurs after a heat race, then the driver must run scratch in any event qualified for.
- E). Any driver not maintaining racing speed may be black flagged.
- F). No car shall have more than one person in it at all times. No person shall climb on to or otherwise cling to a car moving into or out of the pit areas so long as the car is in motion or being towed.
- G). Drivers involved in wrecks on the track, or in cars unable to move, will stay in their car. Getting out of the cars will not be tolerated, unless the car is on fire, or may result in an unsafe condition for the driver. Injuries must be cleared by the EMT or driver will not race for the remainder of the race program.
- H). Helmet, seat belts, shoulder harness, driving suits, and racing approved shoes shall be worn when racecar is under power including starting car in the pits. Gloves also recommended. Any persons in violation will be fined \$50 per offense.
- I). Since wheel packing will commence immediately following the Driver's Meeting, It is strongly recommended that all drivers attending the meeting be properly attired in race suit with radios for a radio check.

SPRINT CAR TECHNICAL SPECIFICATIONS

A). All cars are subject to a pre-race technical and random post-race technical inspection to insure compliance with rules.

1. Cars must present themselves in designated area for inspection. All cars deemed to be illegal in post-race inspection, will be disqualified, and may be suspended, fined, put on probation or other appropriate measure taken at the discretion of the series Race Director.

2. Disqualified means forfeiture of monies won and points earned. Suspension means not being allowed to compete for a specified amount of time.

3. Fine(s) means monies levied against car owner and/or driver where car cannot be entered into event until penalties are paid in full.

4. Officials may make modification to rules and procedures as unique situations warrant

DESIGN AND CONSTRUCTION

A). All phases of design and construction are subject to the approval of the President, Technical Director and NMMRA Board of Directors. The President, Technical Director and Board of Directors may exclude any car, design or construction, which they deem unsafe or not meeting the specifications, the spirit and/or the intentions of the rules.

B). Any component used in the construction or assembly of the chassis and/or accessories, if constructed of carbon fiber material, must be approved for use by the Technical Director prior to entering a competition.

DIMENSIONS AND WEIGHT

A). The wheelbase must be at least 83 inches and no more than 90 inches. Centerline rear axle to front king pin center line

B). The overall length will be limited to a maximum of 14 feet.

C). All cars must weigh a minimum of 1,475 lbs., including driver at the conclusion of the racing event.

D). Additional bolt-on weight must be mounted and fastened to the frame and/or chassis in a secure manner. Weight must be mounted in an area between bottom frame rails, front and rear axles and no higher than mid rails at cockpit. All weight must be mounted within confines of frame. No weight may be added during yellow or red flag.

CAR CONSTRUCTION AND BODY

A). All cars shall be rear drive only.

B). Only torque tube type drivelines, utilizing only one u-joint, will be allowed. The torque tube must be bolted directly to the face of the rear axle center section without any interruptions; the torque tube must be one solid piece. All cars must be equipped with a drive shaft restraining hoop or strap securely attached to the chassis, minimum hoop material is 1 inch x.065 steel tubing. A driveline containment

system utilizing steel shield bolted to engine plate or containment blanket to cover torque ball and u-joint is highly recommended.

C). The driver shall be seated directly behind the engine; centerline of top of seat at the driver's helmet can be no more than one (1") inch off centerline of roll cage. No engine offset allowed.

D). The body must be sprint type and style, including the nose*, hood*, cowl* (*may be one piece), cockpit, side panels and tail.

E). All body panels must be readily removable. Body panels rigidly attached to the frame to prevent chassis flex will not be permitted. The car's bodywork must be on the centerline of the chassis.

F). Airfoils, wings, spoilers, or other aerodynamic appendages will not be permitted. The Chief Steward or the Technical Director may have any panel or part removed which in their opinion is not within the spirit or intent of this rule.

G). All body panels are subject to approval and/or modification as requested by the Technical Steward or the Race Director before the car will be allowed to compete. Side arm cover must not impede driver reasonable vision.

H). Body panels forward of the driver's seat shall not be higher than the arm guard. All panels must not extend outside of the frame confines. The rear "v" panels shall have a maximum dimension of 15" wide by 22" high.

I). Sun visors are limited to 9" in height and to be no wider than the roll cage. For fan recognition, it is recommended that all teams place the driver's name on the visor in large letters. If that space is requested by your sponsor, name should be on side of car and visible to Grandstands.

J). Side visors are permissible but must not extend more than 8" inches tall. Visors may not restrict driver's vision in anyway.

K). The sides of the frame must be covered from the firewall to the leading edge of the seat.

L). All cars must have a floor pan, utilizing aluminum or equivalent alloy, under the cockpit area. The floor pan must extend from the engine plate to the leading edge of the seat.

M). Floor pans must be bolted to the chassis in the cockpit area and should be mounted above the frame mounting tabs.

N). E. Oil tanks, water radiators, oil coolers and any remote engine accessory, must be within the confines of the main frame tubes.

O). Oil tanks mounted forward of the firewall must be behind the front axle and forward of the front engine mounting plate.

P). Rear view mirrors are not permitted.

Q). All suspension bolts must be a minimum grade 5; titanium bolts are allowed.

ROLL CAGE

A). All cars must have a roll cage, which is integral with the frame and does not encroach upon an imaginary cylinder, 20 inches in diameter, extending through the top cockpit opening directly above the seat.

MUST BE CONSTRUCTED OF 4130 NORMALIZED TUBING

TOP RAILS 1 ½" x .095", BOTTOM RAILS 1 3/8" x .095" or 1 ½" x .083", ROLL CAGE UPRIGHTS 1 3/8" x .083"

ROLL CAGE CROSSMEMBER 1 ½" x .095" UPPER RAILS 1 3/8" X .083"

REAR END SAFETY BAR HIGHLY SUGESTED 1" x .083"

B). Maximum width of main frame tubes 29 ½ inches

Fuel System

A). A conventional tail tank, fuel cell and the fuel contained must be carried on the centerline of the chassis and be located behind the driver. The conventional tail tank shape cannot be modified. All cars must be equipped with a fuel cell and tail tank meeting the requirements of SFI Specification 28.1 or 28.2.

B).The tail tank must be constructed and supported in a manner that will insure every possible precaution has been taken to avoid rupture or breakage.

C).All tanks must have a minimum of four mounts to the chassis. Mounting points, between the tail tank and the chassis, must have inner and outer plates attached to the tank shell. These plates must be of adequate size to insure the tank being secure to the chassis.

D).Fuel tanks may not be mounted to the chassis utilizing any portion of the access plates or the nut plates bonded into the fuel bladder. Fuel cell bolts must be safety wired to chassis.

E). The main fuel supply line must use high performance fittings and hose. Braided stainless steel AN line is recommended. A manual or automatic fuel shut off at the tank is recommended.

F). A flush or screw type cap is mandatory. The tank vent should have a check valve. All access covers must be made of material equal to or greater than 2024-T4 aluminum, 3/16" thick.

G). It is recommended that fuel tank capacity be capable of running 75 combination green and yellow laps. Fuel tanks used in qualifying must be used in remaining events.

H). The engine must be equipped with a shut-off device located within easy reach of the driver.

REVOLVING PARTS

A suitable guard must shield all revolving parts inside the cockpit. (i.e. Buckley Yoke)

BUMPERS AND NERFS

Bumpers front and rear

- A). The car must be equipped with front and rear bumpers. The rear bumper will be securely fastened to the structural components of the chassis. The bumper should follow the contour of the tail and have adequate clearance to permit moving the car by the bumper.
- B). Front and rear bumpers must be constructed of magnetic and or stainless steel (NO TITANIUM) tubing with a minimum of 1.0 inch O.D. and 0.065 inch wall thickness. The front bumper will be no more than 6 inches long from front of torsion tube to leading edge of bumper.
- C). All cars must be equipped with rear wheel nerf bars. The right rear nerf bar cannot extend beyond the outside edge of the tire when the right rear tire is set at maximum offset.
- D). Nerf bars must be constructed of magnetic and or stainless steel (NO TITANIUM) tubing with a minimum of 1.0 inch OD and 0.065 inch wall thickness.
- E). All bumpers and nerf bars, must be securely attached. Wire ties are not permitted.

STEERING AND SUSPENSION

- A). No adjustable suspension within reach of driver.
- B). The steering mechanism must be engineered and assembled in accordance with sound engineering principles.
- C). Removable steering wheels incorporating a quick release mechanism conforming to SFI Specification 42.1 are mandatory. Pit pin type mechanisms are not allowed.
- D). All cars are required to have a drag link strap.
- E). Cockpit adjustable shock absorbers, roll bars or weight jackers are not allowed.
- F). The use of carbon fiber or composite material as a structural component or suspension component is not allowed. Carbon fiber torque tubes are prohibited.

AXLES

- A). Independent suspension is not permitted.
- B). The car's axles connecting the wheels must be of one-piece tubular construction without the capability of camber or independent castor adjustment to the wheel assembly. Offset kingpin bushings are allowed. Any other construction will be considered as independent suspension.
- C). All front axles must be constructed of SAE 4130 or a steel alloy equivalent in structural strength. It is recommended that front axles have a minimum of 2 1/4 O.D. and .120 inch wall thicknesses. Titanium front axles are not permitted.

WHEELS

A). The rim diameter must be fifteen (15) inches.

B). Wheel assemblies, which utilize a separate wheel cover that attaches to the wheel, must 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 three positions. Small bolts or sheet metal screws will not be acceptable. 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.

C). All wheels are subject to the approval of NMMRA.

D). Carbon fiber or plastic wheels are not approved

TIRES

A). Hoosier- right rear tire-105x16.0-15 medium or 105x18.0-15 hard

B). Left rear, right front and left front tires are open.

C). Any solvents or chemicals applied in any way to a tire that alter the chemical makeup of the compound or have the effect of altering tire durometer or construction is prohibited. Any tire can be confiscated at any time. Tire found to deviate from the original factory specifications, the maximum penalty is a one year suspension from competition and loss of all points earned for the season.

THROTTLE

A). Throttle toe straps are mandatory. In addition, a minimum of three (3) return springs must be connected to the throttle and at least one of these must be connected to the butterfly shaft.

B). If the throttle is actuated by a cable, it must be the push/pull design.

C). The throttle pedal must have a wide-open pedal stop.

D). It is recommended that all cars utilize an emergency shut off switch in conjunction with the throttle return strap.

BRAKES

A). All cars must be equipped with an effective braking system.

B). Master cylinders not fixed to the frame must have flexible lines. Copper tubing is not acceptable anywhere in the system.

C). Carbon or carbon composite brake rotors and/or components are not allowed. Brake pad material is open.

D). If at any time during a competition it becomes evident that a car is without brakes, the necessary repairs must be completed before the car can continue in the competition.

ENGINE

- A). No aluminum blocks. No Titanium in engines, excluding valves and valve retainers.
- B). Electronic or timed fuel injection will not be allowed. Only one injector nozzle per cylinder. No down nozzle injectors are allowed. No injection nozzles drilled directly into head. No computerized injection. Injection throttle body must have one shaft operated round butterfly per cylinder. Slide or barrel injectors will be not allowed.
- C). Engines must be normally aspirated.

MUFFLERS

- A). The car may be required to have a muffler if local conditions warrant. If so, this will be stated on entry forms.
- B). Inserts not considered muffler, Schoenfeld part number 112535 (11") or 14272735-78 (14") are mandatory for all tracks that require use of muffler, unless noted otherwise on entry.

Any car losing a muffler during an event will be Black flagged from that event.

FUEL - AIR

- A). Fuel is restricted to methanol race fuel or pure methanol only. The addition of any unauthorized material(s) to the fuel is strictly prohibited.
- B). 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.
- C). Any device, which artificially reduces the temperature of the fuel, is prohibited.
- D). All fuel is subject to testing at any time. The use of illegal fuel could result in disqualification from the event and/or the entire program.

IGNITIONS AND ELECTRONIC EQUIPMENT

- A). All cars must be equipped with an ignition switch or emergency shut off located within easy reach of the driver, marked "Off" and "On".
- B). Electronics that provide traction control are prohibited. All electronic components may be inspected, sealed or confiscated by NMMRA at any time. The maximum penalty for utilizing traction control is a one year suspension from competition and loss of all points earned for the season.
- C). The use of electronic logic processors to control any function of the race car and/or any system for gathering continuous data from any function of the race car is strictly prohibited.
- D). Data may be gathered from the engine; however, this data may not be in communication with ignition electronics except for the tachometer. A throttle position sensor (TPS) may not be part of the engine data collection.

SEATING SYSTEM

A). Aluminum and approved composite seats may be used. The seating system should provide a lateral support on both the left and right sides. It is recommended that a suitable shield be installed between the driver and the rear of the cockpit.

It is recommended that the seat provide left and right lateral support for both the shoulders and head.

The seat bottom must be mounted on the centerline of the chassis.

The seat must be mounted to the chassis in a minimum of four positions with a minimum 5/16 inch steel bolt and nut. Each mounting hole in the seat must have a steel (minimum .060 thick) or aluminum (minimum .125 thick) double with minimum 2-inch diameter.

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

C). It is mandatory that all cars have a headrest of high impact, shock-absorbing material meeting SFI Specification 45.2 behind the driver's head with a minimum thickness of one (1) inch. Seats with built in headrests must also comply with this requirement by having padding on the seat back or on the A-Frame behind the seat.

D). Seat Belts - All belts must have a label showing that they meet SFI specification 16.1 or 16.5. Both the fastening design and condition of the belt are subject to the inspection of the Technical Committee. Life of the belts in use shall not exceed three (3) and must be date stamped by the manufacturer.

1. Seat belts must be worn in such a manner that it passes around the pelvic area at a point below the anterior superior iliac spines. Under no condition may it be worn over the area of the intestines and abdomen.

2. Seat belts must come through the seat at the bottom of each side thereby wrapping and holding the pelvic area over the greatest possible area. At any point where the belt passes through the sides of the seat, the seat edges must be rolled and or have grommets to prevent chafing or cutting of the belt material.

3. Five or six point (crotch) belts connected to main belt quick release mechanism and securely attached to the chassis are mandatory.

E). Shoulder Harness - The use of double over the shoulder straps is mandatory. All straps must have a label showing they meet SFI specification 16.1. Both the fastening design and condition of the straps are subject to the inspection of the Technical Committee. Life of the shoulder straps in use shall not exceed three (3) and must be date stamped by the manufacturer.

1. Shoulder straps must be attached directly to a strong structural member of the chassis close behind the driver's head and neck. At points of attachment they should be four (4) to six (6) inches apart. They should be attached in a line approximately 90 degrees to the seat back and be approximately level with the top of the driver's shoulders. They should not be more than two inches below the through hole in the seat back.

2. 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.

3. Shoulder straps must be secured behind the driver's shoulders so that they are prevented from sliding sideways more than one (1) inch in either direction.
4. Two belts joining in a "Y" behind the neck to form one strap may not be used.
5. The shoulder harness should be worn as tight as possible.

SAFETY EQUIPMENT

A). Any participant not complying in full with all safety requirements in this Rule Book will not be permitted to compete.

1. Helmets - All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceed the 2005 to 2010 Snell Foundation or SFI Foundation 31.1 Specifications and are labeled as such. Helmets will be subject to inspection at each event by the Technical and/or medical representative. The use of an SFI 38.1 approved head and neck restraint is required. Restraint devices intended for motorcycle use are not acceptable.
2. Uniforms - All drivers must wear fire resistant head sock/helmet skirt, underwear, socks, shoes, gloves and a one-piece uniform fitted snugly around the neck, wrist and ankles. These items must meet SFI Foundation Specifications 3.2A and 3.3.
3. Arm Restraints - Arm restraints are mandatory and must be worn at all times during competition.
4. Roll Cage Nets - It is mandatory that all cars be fitted with a roll cage net. All roll cage nets must conform to SFI Specification 37.1, which specifies a functional quick release opening mechanism. The life of the roll cage nets shall not exceed three (3) years. Caution should be used when positioning head restraining nets to be certain that the driver's head cannot get 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. Roll cage nets will not be required if an approved full containment seat is utilized.
5. Roll Cage Padding - All chassis protrusions, roll cage tubes and roll bars in close proximity to the drivers' helmet must be padded with a securely attached high impact material. This includes any vertical anti-intrusion supports alongside the driver. Roll bar padding not necessary if using full containment seat.
6. Head and Neck Restraint - A SFI 38.1 approved head and neck restraint system is mandatory.

HAZARDOUS MECHANICAL CONDITIONS

All cars must have nerf bars, rear bumper, hood and air cleaners (if exposed) in order to start in competition.

CAR NUMBERS

A). All car numbers are assigned by NMMRA.

B). Every car must carry its assigned number prominently displayed on the nose and on each side of the tail at least 12 inches high. The numbers must be legible and in contrasting colors. The final decision on the adequacy of the number will rest with the Judges.

C). Numbers 2 through 99 will be assigned to entrants on a permanent basis providing a car registration has been received prior to January 15 of each year. To be eligible to retain a number an entrant must have entered and/or made an effort to compete in 66% or more of the scheduled races in the previous season. The numbers 1 and 91 are retired.

D). After a number is assigned to a particular car and entrant, it will remain with the entrant until the end of the racing season.

E). Should two or more cars with the same number be entered in a competition, the Race Director will require one or more cars to be temporarily numbered or affix a VISIBLE letter next to number.

F). Drivers last name or Nickname should be on sun visor, and be large enough to be legible from Grandstands. If that area is needed for a sponsor, name should be on side of car, legible from Grandstands.

PENALTIES

Each Driver/Owner is responsible for the actions of their team. As a result, in addition to the violator, they may be penalized and held liable as well. Penalties will generally follow a three strike rule, (warning, fines/limited disqualification, suspension); however NMMRA reserves the right to enforce any penalty at any time.

SCALE OF PENALTIES

No penalties may be pronounced other than from among the following listing.

A). Fines – At the discretion of the NMMRA Board of Directors, monetary fines may be levied against members of the association for rules violations.

B). Repositioning – At the discretion of NMMRA, entrants may be repositioned in an event for violating rules.

C). Laps – At the discretion of NMMRA, entrants may be penalized laps for rule violations.

D). Forfeiture – At the discretion of the NMMRA Board of Directors, participants may be subject to forfeiture of prize monies, championships, and other awards for violations of the rules.

E). Disqualification – At the discretion of NMMRA, entrants may be disqualified for violations of the rules.

F). Suspension – At the discretion of the NMMRA Board of Directors, association members may be suspended for violating the rules.

G). Loss of points – At the discretion of the NMMRA Board of Directors, association members may have points deducted for rules violations.

SPECIFICALLY PROHIBITED ACTIONS

Unsportsmanlike Conduct - Any participant who, in the judgment of the Race Director or NMMRA Board of Directors, is guilty of unsportsmanlike conduct during a race meeting may be subject to any or all of the appropriate penalties listed above. Without limiting the generality of the foregoing, unsportsmanlike conduct shall include reckless and overly aggressive driving endangering the safety of participants.

Improper Language or Conduct - Any driver, car entrant, or attendant, or any other person who at any time or in any place shall use improper language to any NMMRA or track official, or be guilty of any improper conduct toward such persons, or persons serving under their orders, such improper language and conduct having reference to acts and things connected with the administration of the course and any competition thereon, may be subject to any or all of the appropriate penalties stated above.

Assault or Battery – Any person that goes into another competitors pit area or car and becomes involved in any type of altercation will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by NMMRA.

Alcoholic Beverages and Illegal Substances - The use or presence of alcoholic beverages or illegal substances of any sort is strictly prohibited on the course or in the pit during the conduct of a race meeting, and may result in disqualification, suspension and/or exclusion.

Conduct Detrimental to Racing - Any participant who, in the judgment of the Director of Competition, the Executive Committee, or the Board of Directors, is guilty of conduct detrimental to racing and/or to NMMRA, on or off the track, may be suspended and/or fined by the Board of Directors and/or the President.

Social Media – NMMRA is contractually obligated to adhere to, and enforce any such fines, suspensions, or disbarments from racing facilities for any and all libelous comments made on any and all social media sites as wells as derogatory comments made by any personnel or members of either party that could be deemed to be detrimental to the racing facility or NMMRA.

Specific Penalties for violation of Social Media rule:

1. 1st letter or warning
2. 2nd \$100.00 minimum fine and suspension for next race
3. 3rd \$100.00 fine and suspension for minimum of next 2 races

RIGHT TO PROTEST AND TIME LIMITS

A). A protest as to the validity of an entry, rejection of an entry or length of course lies only with the entrant and must be lodged at least twenty-four (24) hours before the start of the competition.

B). Technical protests against another competitor or the Technical Director regarding particular specifications that are routinely inspected by the Technical Director are not permitted. A protest regarding compliance with specifications that are not routinely inspected is permitted.

C). A protest against the scorers, timekeepers or award of positions lies only with the entrant and must be lodged within thirty (30) minutes, or as prescribed in the entry form, after the official posting of results and must be in writing.

D). A protest against any actions of another competitor during a race meet , or the legality of a car, lies only with the entrant and must be lodged within thirty (30) minutes, or as prescribed in the entry form, after the action complained of or the finish of the competition, whichever is later, and be in writing.

E). A protest against any actions taken by race officials lies with a driver or mechanic only when such actions are taken against such driver or mechanic, as opposed to the entrant. Protests of actions taken by race officials must be lodged within thirty (30) minutes, or as prescribed in the entry form, after the action complained of or the finish of the competition, whichever is later.

F). The following matters, and any others which may be designated as non-protestable in these rules, which involve the exercise of judgment by the Race Director/Steward, are not protestable and the decision of the Race Director/Steward is final and binding:

1. The decision to call or not call or to end a yellow caution period;
2. The matter of whether a penalty could or should be applied or imposed during or after the race;
3. The decision as to whether a driver should be black-flagged.
4. The decision as to whether a driver ignored a black flag;
5. The decision as to whether to red flag the race;
6. The decision as to whether a car is in a hazardous condition such that it will not be permitted to continue in competition;
7. The decision to reposition a car for a starting or restarting violation;
8. The decision to impose a disqualification penalty during a competition.

G). Protests of actions taken by the Race Director, including suspensions, must be lodged within twenty-four (24) hours after formal notification of the action.

Content of Protests - Protests shall be in writing accompanied by a \$100 protest fee and shall clearly state the errors that are claimed. Each claimed error must be stated in specific rather than general terms and must be accompanied by a written statement of the facts and grounds upon which it is based. Should the protest be upheld, the protest fee will be refunded.

An award gained by a competitor who has been protested against shall be withheld until the protest has been finally adjudicated in accordance with these rules.

Judgments are final and non-protestable.

NMMRA CHAMPIONSHIP POINTS

NMMRA HEAT & MAIN EVENT POINTS

All Heat Races

1st – 4 Points

2nd - 3

3rd – 2

4th - 1

B Main

1st – Transfer to A Main

2nd – Transfer to A Main

3rd – Transfer to A Main

4th – Transfer to A Main

5th – 1

A Main

1st – 32 Points

14th - 12

2nd – 28

15th - 11

3rd – 25

16th - 10

4th – 23

17th - 9

5th – 21

18th - 8

6th – 20

19th - 7

7th – 19

20th - 6

8th – 18

21st - 5

9th – 17

22nd - 5

10th – 16

23rd - 5

11th – 15

24th - 5

12th – 14

13th – 13

MAIN EVENT POINTS WILL NOT BE AWARDED FOR A PROVISIONAL STARTER, CHOSEN BY A PROMOTER OR OTHERWISE.

The NMMRA home track is considered to be Sandia Speedway. All entrants taking a green flag in any event will be awarded 10 points. To encourage attendance, additional 10 “show-up” points will be added for every entrant at out of town events.

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designated to provide for the orderly conduct of racing events and to establish minimum acceptable requirement for such events. These rules shall govern the condition of all events; all participants are discerned to have complied with these rules. No expressed or implied warranty of safety shall result from publication of or compliance with these rules and/or regulations.

MEDICAL CLAIMS AND INSURANCE

IMPORTANT:

Any injuries that occur during a race event must be reported to the track management and to an NMMRA official, the night of the event. This includes drivers and pit personnel.

NOTE: The Track insurance coverage is a secondary coverage policy to your own health insurance coverage. Please check your policy’s for coverage of any racing accidents etc.

NMMRA will obtain a copy or verify insurance policies and coverages provided by all participating tracks.