

**NORTHWEST MINI SPRINT ASSOCIATION
2010 EXECUTIVE OFFICERS**

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D.Boyd
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****NOTICE-RULE BOOK DISCLAIMER****

The rules and/or regulations set for the 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 events, and participation in these events, all participants are deemed to have complied with these safety rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND /OR REGULATIONS.** They are intended as a guide from the conduct of the sport and in no way guarantee against injury or death to a participant, spectator or official.

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DEMING SPEEDWAY RULES

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Deming Speedway Track and Flag Rules

1. The flagman and pit boss shall have complete control on race night.
2. The flagman and/or pit boss may disqualify any car or driver from a race on any infraction of track rules.
3. The driver can be 13 years of age if approved by track officials only. Proof of age (10-18 years old) must include a sworn statement by a parent or legal guardian as to driver's age or pitman's age, and a release signed by a parent or legal guardian. Exception: The 600R Class (minimum 10 years old) drivers. Proof of age by a release signed by parent or guardian. A driver wishing to move up a class early may do so after being assessed by track officials; and if deemed capable he/she will start in the rear of the field.
4. Drinking of intoxicating beverages or use of contraband drugs by any participant in the pits before or during an event is strictly forbidden. Anyone who shows any evidence whatsoever of intoxication or drug use or act in any manner unbecoming will be ejected from the pits.
5. Each car shall occupy a single space allocated to it in the pit area.
6. No races will be held without first aid crew, fire protection and fire crew.
7. ALL OFFICIAL DECISIONS ARE FINAL (there will be no protest).
8. Fines may be levied for rule infractions. Said fines will be at the discretion of the track. Any participant violating any rules may be penalized by disqualification, suspension, fine or loss of points. All fines go to the club account.
9. A maximum of 18 cars will be in the main event. If a consolation main is held, the top (6) six finishers will transfer to the "A" Main; but will not start better than 7th. Same rule applies for cars not completing their heat race.
10. Any Car qualifying for the main event, which does not receive the original green flag, may start at any caution flag (providing there is no back up car, which would have taken his or her place). Back up car must be running with the field at the original green. Any car requiring (2) two starts will go to the back of the field. Any car causing (2) two stoppages (in any one event) will be sent to the pits.
11. Main events will be 25 laps or 25 minutes, whichever one comes first.
12. All cars leaving the track during a race will pull to the inside of the track and indicate his or her intention with a hand signal.
13. Any hot lapping after a race program has begun must have pit boss approval.
14. There will be a mandatory fine of \$100.00 cash for each party involved in a fight.
15. Mufflers are mandatory (90 DB's at 75ft.).
16. Any cars passing before the green flag may be docked positions passed at the end of the race.
17. Excessive speed in the pits may result in a loss of night's points and/or minimum fine of \$100.00. Pit speed is 5 mph.
18. In the event that a cash fine or penalties are levied against a driver, owner or participant, the fine must be paid prior to next admittance to pits.

GREEN FLAG

1. Green flag will indicate the start of the race.
2. Initial start: the flagman starts the race anywhere from turn 3 to turn 4.
3. Last two laps of all races must be completed under green conditions.
4. After lights go blank (or start signal), the green flag will be thrown ; however, the flagman has the option to throw a yellow on the backstretch if the start was unacceptable.
5. On the restarts, lead car shall start alone in the front row. The rest of the field will double up, with the second place car having the option of inside or outside of row 2. Line up will be the same as the last completed green lap. After two double file restarts, all remaining restarts will be single file.

6. Flagman may adjust speed of pace laps as needed. The palm up sign means speed up. The palm down means slow down. Any car that doesn't respond to the flagman's pace may be sent to the back of the pack for the start.
7. Cars may enter the racetrack after the signal lights go blank only with pit boss approval.
8. No cars may enter the track under green flag conditions.

RED FLAG

1. Red flag stops the race. Stop as soon as possible. Do not pass through the accident area, if avoidable.
2. Each driver will stop and maintain their position, no passing. Anyone causing an accident during a red flag may be disqualified for the rest of the night.
3. On a red flag, do not block the pit area exit, entrance or ambulance exit.
4. If red is displayed, the restart will be from the last completed lap for car position. Any car (or cars) involved in the mishap will be given positions at the rear of the pack if they are safe to restart.
5. On a red flag, cars can go to the pits for repairs or fuel, but will be pit in the back of the line up.
6. In a red flag condition, a damaged car must be tech inspected. In the case of an extended delay, the damaged car may be repaired to the tech crew satisfaction and re-enter the competition.
7. Changing of tires is not allowed on racing surface, but you can change spacers with official's approval.
8. Only ambulance, push vehicle, fire safety, flagman and pit crew of people of the cars directly involved in the accident are allowed at the scene of an accident.

YELLOW FLAG

1. Each driver slows down and maintains position, no passing . Anyone causing an accident during a yellow flag may be disqualified for the rest of the night.
2. When observing the yellow, lead car will slow immediately and the rest of the field will assemble single file in behind.
3. A furled yellow flag indicates a track obstruction or condition drivers should be aware of, which doesn't warrant a yellow flag being thrown. Under furled yellow, after observing condition, drivers may continue racing.
4. If two or more cars are involved in an accident, their placement at the subsequent restart will be at the back of the pack.
5. When a yellow is displayed, a car may go to the pits, but will lose its race position, and go to the back of the line up.
6. No one is allowed on the track but officials, unless directed by an official under a yellow flag.

WHITE FLAG

1. A white flag indicates on lap remaining in the race.

CHECKERED FLAG

1. A checkered flag will indicate the completion of a race.
2. After the lead car receives the checkered flag, all others will also receive the checkered flag. Continue racing until the caution is displayed.
3. The winner of the race may take one additional courtesy lap after receiving the checkered flag, with caution.

BLACK FLAG

1. Under a signaled black flag, the driver that's indicated must leave the track. Failure to do so may be enforced with a \$50.00 fine.
2. A car receiving a black flag for mechanical problems may return to the race after completing repairs in the pits.
3. If any driver causes two stoppages during one racing event, the driver and car will be black flagged for the event.
4. A furlled black flag will be given as a warning against intentional fouling, nerfing, spinning or crowding. It may result in a car being set back in finishing position, disqualification, or fine for repeated infractions.
5. Any disruption in the pit area by pit crews can result in their driver being black flagged from the race, so he or she can help settle the problem with their crew.
6. Any display of violence in the pit area may result in the engaging parties being disqualified, and they will forfeit everything due to them in money and points for the event.

QUALIFYING

1. Every driver draws a pill for time-in position. Late entries will go to the back of their class. In the event that you do not qualify within (2) two spots of your given position, you will be given (1) one lap at the end of ALL qualifying. Each driver has two consecutive laps. In an event of a tie, tie breaker will be the one with the fastest two laps. If both laps tie, the one timing in first will receive fast time.
2. Fast qualifier will role a dice for inversion.
3. Each car will be assigned a heat race according to their time.
4. (12) Twelve cars will qualify for the "A" Main through their heats. How many cars come from the heat will be determined by the number of heats. (i.e.: 4 heats, 3 cars from each heat)

NOTE:

In case of unforeseen problems, Deming Speedway Management reserves the right to alter the program and/or procedures as needed due to inclement weather and other unforeseeable problems.

SECTION I

Membership and Car Registration

- 1.0 Northwest Mini Sprint Association (N.M.S.A) annual membership will run from January 1 through December 31 each year.
- 1.1 Dues will be paid each time anyone buys a pit pass for a race at a sum of \$1.00.
- 1.2 N.M.S.A car number dues for 2010 are \$40.00 US funds.
- 1.2a Car registration must be paid by May 1, 2010 to receive points.
- 1.3 The Association shall have the following officers: President, Vice President, Secretary, Treasurer and past President. If any officer is absent from two consecutive meetings without prior notification and arrangements made with the association, their office shall be declared vacant and an election will be held to fill the vacancy.
- 1.3a The President's role is to preside at the club meeting, to manage the flow of the discussion at the meetings and to make decisions as called upon. The Vice President's duties shall be to preside at meetings when the President is absent. The secretary's duties include the taking of minutes at club meetings and the distribution thereof, the publication of the newsletter, the preparation and maintenance of the rule book. The treasurer's duty is to collect club monies, deposit them in accordance with good business practice and maintain an accurate accounting of all incoming and outgoing club funds. The immediate past President serves in an advisory capacity to association officers.
- 1.3b Association meeting will be held monthly and shall be conducted in an orderly manner. Exception, during race season, monthly meetings, to be held as needed, during race night pit meeting. Only members with their current dues paid will be allowed to speak at an association meeting unless they are specifically invited by the President to address the membership.
- 1.4a All race notices and publicity of races sanctioned on tracks having age limitations must inform prospective participants of the age limitations.
- 1.5 Car number registration applications must be filed along with membership applications by the car owner/driver.
- 1.6 Once a car is qualified for the night or event no switching cars or drivers.
- 1.7 When a registered car is sold, new owner must file a car registration application and new numbers may be issued.
- 1.8 There will be no transfer of points when a car is sold.
- 1.9 Numbers: All cars must have their numbers visibly displayed.
- 1.10 Each of the divisions will be issued numbers from 1 to 99.

SECTION II
General Regulations

The word "participant" shall include any driver, car owner, or any N.M.S.A. member such as a mechanic or crew person involved in any sanctioned race event.

- 2.0 No member or participant shall subject any official to abuse or improper language at any time. Violations may be punishable by fine and loss of points (see section VII)
- 2.1 Scales will be provided at all races.
- 2.2 Deming Speedway Track Rules are printed in the front of the club rulebook.
- 2.3 No radio devices will be allowed for communication between driver and crew.

SECTION III
Safety

- 3.0 On arrival at the track, signing in should be the first thing done to ensure proper insurance coverage.
- 3.1 Drivers suit and/or underwear requirements: Two layer Nomex or fire retardant material driving suit, or one layer driving suit plus underwear both made of Nomex or fire retardant materials mandatory. Nomex or fire retardant driving shoes are recommended.
- 3.2 Helmets are **REQUIRED** for all drivers and must be Snell 2000 approved as follows:
 - SA2000 Auto Racing
 - K98 Auto Racing (requires head sock)
 - M98 Motorcycle (requires head sock)
- 3.3 Arm restraints are **MANDATORY**.
- 3.4 Neck collars are recommended.
- 3.5 Head nets are **MANDATORY** (right side).
Exception: When a full containment seat is used.
- 3.6 Nomex racing gloves are **MANDATORY**.
- 3.7 Roll bar padding is required.
- 3.8 **DRIVER SAFETY BAR**, or sissy bar, is required on the right side of **ALL** cars, optional on the left side. Dimensions/placement of this bar are as follows:
Minimum 1" mounted between elbow and top of shoulder, minimum .065 4130 tubing. **NO REMOVEALBE BARS.**
- 3.9 All competing cars must have a full roll cage that enclose the driver and allows a minimum of 3" clearance between top of helmet and roll cage.
NO EXCEPTIONS
- 3.10 All cars must have an approved quick release type steering wheel.
- 3.11 All cars must have an approved 5 point racing harness installed as per manufacturer's recommendations. A sternum belt is also recommended.
- 3.12 All belts must be dated no more than 3 years of present date.

SECTION IV Car Construction

BRAKES

- 4.0 All cars are required to have working brake(s) on drive axle.
- 4.1 No motorcycle stock brake system. Brakes must be disk type and must lock up both wheels completely upon application. (pertains to all classes)

FUEL AND FUEL LINES:

- 4.2 Ignition kill switch and fuel shut-off valve shall be mounted within easy reach of the driver. Exception: Fuel shut-off on Jr. Sprints.
- 4.3 Fuel lines must be neat and tight to frame. Fuel lines must be kept away from moving parts and must not be made of metal. All fuel lines must be leak free.
- 4.3a Fuel bladder required except for junior sprints.

BATTERY:

- 4.4 All batteries must be securely attached to frame. They must be covered with suitable material to contain acid in the event of spillage.

SECTION V 1200 Class

- 5.0 Only reciprocating piston engines are allowed. No turbo charging, supercharging, or rotary engines allowed. Approved sprint car engine is described as an engine in which at least 100 engines of identical design and assembly have been manufactured and made available for sale.
- 5.1 Mufflers must be Flow Master #42441 or Spin Tech with turn down. TO BE ADDED
- 5.2 Top Wings maximum 16 sq. ft. center section with:
 - Right Panel Maximum: Max 30" tall, 60" long and 1458 sq in
Examples: 54x30-24", 54x26-28", 54x27", 60x24"
 - Left Panel Maximum: Max 30" tall 60" long and 1620sq in
Examples: 54x30", 60x27"
- 5.3 Arm guard flare panel (batwings) maximum 4".
- 5.4 Roll cage minimum size 1 1/4", .095 4130 Chromoly tubing.
- 5.5 Tire rule: Right rear compound must be American Racer SD 33 or Hoosier RD12 or harder.
- 5.6 Wheelbase for all cars shall be 64" to 73".
- 5.7 All cars are to have four piston caliper rear brakes.
- 5.8 Production 1205cc maximum displacement, shall be four cycle, four-cylinder motorcycle engines only. No downsizing.
- 5.9 Post race weight: 1000 lbs. 1000 cc engines 950 lbs.
- 5.10 Methanol only, NO NITRATE FUELS.
- 5.11 US/Canadian production street engines only. US/Canadian production refers to engines that were manufactured for and installed in US and Canadian production street-legal motorcycles.
- 5.12 Pre 2000 Motors are allowed the following modifications:
 - 5.12a Aftermarket oversized valves and cylinder head porting allowed. After market valves allowed, seats must remain stock.
 - 5.12b OEM camshafts only. Cam lobe specifications must meet published measurements in applicable engine service manual. (i.e. lobe dimensions)
 - 5.12c OEM crankshafts only. No modifications allowed.
 - 5.12d OEM valve train components only (i.e. rockers, retainers, tappets)
 - 5.12e Aftermarket timing chain and or tensioner allowed.

- 5.12f Aftermarket ignition, exhaust and carburetion or fuel injection allowed.
- 5.12g Transmission must be operational in all gears.
- 5.12h OEM clutch assembly must be operational and complete. No aftermarket clutch spring allowed.
- 5.12i Any oil system modification allowed.
- 5.13 Any engine manufactured with electronic fuel injection AND/OR built after 1999 must remain **STOCK** except for the following:
 - 5.13a Camshaft timing
 - 5.13b Removal of balancer
 - 5.13c Necessary decking of cylinder head and/or block for warpage is allowed. Stock pistons must be used (No fly cutting), after market head gaskets may be used.
 - 5.13d After market exhaust allowed
 - 5.13e After market fuel injection modules, and ignition modules allowed.
 - 5.13f Modifications or replacements of throttle body assembly and or parts allowed. (ie injectors, fuel rail, air cleaner, etc)
 - 5.13g After market stainless steel valves allowed, seats must remain stock.
 - 5.13h Oil pan modification allowed.
- 5.14 All engines may run mechanical or electronic fuel injection.
- 5.15 At start of race night all cars shall have operable on-board battery, starter and clutch.
- 5.15a Stock working charging system. No cut out systems allowed.
- 5.16 All oil cooler lines must be steel braided and have approved hose ends.
- 5.17 Mandatory fuel bladders.
- 5.18 Driver's chain guard must be a minimum of 1/16" stainless steel or 1/8" aluminum. Driver must be shielded from the chain.
- 5.19 Shall have sprint car style hood and tail and have the appearance of an open wheeled dirt sprint car. No modified styles or radical offsets. Motor to be mounted no more than 4" from centerline.
- 5.20 Nerf bars: All nerf bars must be securely fastened.
- 5.21 All cars to be equipped with either a steering gear or rack and pinion.
- 5.22 A firewall between driver and engine is required, with minimum thickness of .050.
- 5.23 All seats must be of high back style and incorporate headrest.

SECTION VI
600 Class

- 6.0 All drivers must be 14 years of age, can be 13 with JR sprint or 600R experience. All rookies at back of pack until approved by track officials to take their position.
- 6.1 Roll cage- Roll cages shall be at least 1 1/8 inch .065 wall thickness, or 1 1/4 inch .065 wall thickness. Roll cage shall be made of chromoly steel. All cars built after 2003 must be at least 1 1/8 inch .083 or 1 1/4 inch .065. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore and aft bracing and strength to support the weight of the car & driver in case of an upset. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least 3-inch radius. No square or pointed corners allowed. Roll cage must be a minimum of 3 in. above the drivers helmet. It is mandatory to install a cross brace behind the seat to support the shoulder harness. Sissy bar mandatory on right side.

- 6.2 Engine Terms and conditions
 - Internal Stock parts – must use original manufacturer parts for the particular year and make engine except where noted. No mixing of parts from different year and make engines, even if made by the same manufacturer. Non stock external bolt on parts may be used (example: billet oil pan, oil pickup, starter, water pump cover, oil cooler, pipes, etc.)
- 6.3 Overall Engine
 - Must be a Production Motorcycle Engine, 4 cylinder, 4 stroke
 - Current year engines allowed
 - No Titanium anywhere in or on the engine, unless it comes stock from manufacturer of engine on the production bike
 - Must have engine, clutch, and transmission all in one unit
 - Must be Chain Driven
- 6.4 Bore and stroke
 - Stock, 600cc Maximum
- 6.5 Head and cams
 - No restrictions
- 6.6 Pistons
 - Must be stock, unmodified parts for the particular model engine
- 6.7 Bottom End
 - No machining to remove weight or balance the crank (no after-market cranks) (no lightweight cranks)
 - Stock connecting rods must be used (no after-market rods)
 - Aftermarket rod bolts may be used
- 6.8 Clutch/Transmission
 - May use aftermarket clutch discs. Hub must remain stock. Clutch must remain operable.
 - Transmission gears must be stock, no close-ratio gears or nonstandard gear ratios
 - All gears must remain in transmission, no removing any gears.
- 6.9 Ignition
 - Stock appearing ignition must be used No Rev Limits for any engine
 - No aftermarket coils
 - Engines using fuel injection may use an after-market add ons (example: Power Commander, Dim Sport) to adjust the fuel curve and/or timing (essentially the same as adjusting jetting and using an ignition advancer). Ignition advancers may be used
- 6.10 Induction system
 - No mechanically forced induction (turbo charging, supercharging)
 - Any carburetors or fuel injection may be used on any engine, regardless of year of engine.
 - Fuel injection and Carburetors may be converted for use with alcohol. Any number of injectors may be used regardless of stock number of injectors.
- 6.11 Exhaust
 - Any exhaust may be used, muffler must be 18 inches in length and meet track noise levels.
- 6.12 Charging system
 - The stock original factory charging system may not be removed, and must remain in complete working order. No factory racing charging systems.
- 6.13 Self Starting
- 6.14 Fuel
 - Alcohol, no exotic fuel additives, non flammable top lube only, no fuel enhancer top lube.
- 6.15 Weight
 - Minimum weight at all times (car and driver) is 775lbs
 - If weight is added it must be firmly bolted in place.

- 6.16 Wings- Top wing center section not to exceed 14 sq. ft. Right side panel maximum 54"x24-20" (1188 sq in). Left side board maximum 54" x 26" (1404 sq in)
- 6.17 Arm guard flare panel (batwings) maximum 4"
- 6.18 Tires- Right rear must be American Racer SD38 or Hoosier RD15 compound or harder.

SECTION VII **600 R Class**

- 7.0 Roll cage- Roll cages shall be at least 1 1/8 inch .065 wall thickness, or 1 1/4 inch .065 wall thickness. Roll cage shall be made of chromoly steel. All cars built after 2003 must be at least 1 1/8 inch .083 or 1 1/4 inch .065. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore and aft bracing and strength to support the weight of the car & driver in case of an upset. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least 3-inch radius. No square or pointed corners allowed. Roll cage must be a minimum of 3 in. above the drivers helmet. It is mandatory to install a cross brace behind the seat to support the shoulder harness. Sissy bar mandatory on right side.
- 7.1 Min Age: 10 years old, with prior junior sprint experience or at promoter's discretion.
- 7.2 Restrictor Plates: 3/4" restrictor plates must be positioned flat in each intake tract such that ALL air entering the engine MUST flow through the 3/4" hole in the restrictor plate. Plates may be positioned anywhere in the "Stack" (head, manifold, throttle body), so long as air flow meets the above criteria.
- 7.3 Minimum weight at all times is 750lbs. If weight is added it must be firmly bolted in place.
- 7.4 No cockpit adjustments, except brake bias valve and wing adjuster
- 7.5 Wings- Top wing center section not to exceed 14 sq. ft. Right side panel maximum 54"x24-20" (1188 sq in). Left side board maximum 54" x 26" (1404 sq in)
- 7.6 Arm guard flare panel (batwings) maximum 4"
- 7.7 Engine Terms and conditions
Internal Stock parts – must use original manufacturer parts for the particular year and make engine except where noted. No mixing of parts from different year and make engines, even if made by the same manufacturer. Non stock external bolt on parts may be used (example: billet oil pan, oil pickup, starter, water pump cover, oil cooler, pipes, etc.)
- 7.8 Overall Engine
 - Must be a Production Motorcycle Engine, 4 cylinder, 4 stroke
 - Current year engines allowed
 - No Titanium anywhere in or on the engine, unless it comes stock from manufacturer of engine on the production bike
 - Must have engine, clutch, and transmission all in one unit
 - Must be Chain Driven
- 7.9 Bore and stroke
 - Stock, 600cc Maximum
- 7.10 Head and cams
 - NO PORTING, Blending the Bowls, or Blending the Valve Seats (exhaust or intake). Valve jobs are acceptable.
 - Cams do not need to be stock, but the lift must be no greater than stock (duration is open). Reference US6A Engine Specifications Chart for Cam Specs
 - Cam timing may be adjustable
 - May use any valves, but they may be no larger than stock valves. No titanium valves unless they are OEM stock parts used on the correct make and model engine
 - Head may be resurfaced

- Any head gasket may be used

Note: In 2011, no “Stage 1” heads. Pure stock engines only.

7.11 Pistons

- Must be stock, unmodified parts for the particular model engine

7.12 Bottom End

- No machining to remove weight or balance the crank (no after-market cranks) (no lightweight cranks)
- Stock connecting rods must be used (no after-market rods)
- Aftermarket rod bolts may be used

7.13 Clutch/Transmission

- Clutch must be stock (no aftermarket discs, hubs etc). Clutch must remain operable.
- Transmission gears must be stock, no close-ratio gears or nonstandard gear ratios
- All gears must remain in transmission, no removing any gears.

7.14 Ignition

- Stock ignition must be used and stock Rev Limits (as published in US6A Engine Specifications) must be retained
- No aftermarket coils
- Engines using fuel injection may use an after-market add ons (example: Power Commander, Dim Sport) to adjust the fuel curve and/or timing (essentially the same as adjusting jetting and using an ignition advancer).
- Ignition advancers may be used

7.15 Induction system

- No mechanically forced induction (turbo charging, supercharging)
- Any carburetors or fuel injection may be used on any engine, regardless of year of engine.
- Fuel injection and Carburetors may be converted for use with alcohol. The stock fuel injection throttle bodies must remain, but may be modified for use with alcohol. Any number of injectors be used regardless of stock number of injectors.

7.16 Exhaust

- Any exhaust may be used, muffler must be 18 inches in length and meet track noise levels.

7.17 Charging system

- The stock original factory charging system may not be removed, and must remain in complete working order. No factory racing charging systems.

7.18 Self Starting

7.19 Fuel

- Alcohol, no exotic fuel additives, non flammable top lube only, no fuel enhancer top lube.

SECTION VIII
Junior Sprint Class

- 8.0 Age- Drivers ages 6 through 13 may compete in the "JR" Class.
- 8.1 Roll Cage- Roll cages shall be at least 1-inch .083 wall thickness mild steel or 1-inch .065 wall thickness chromoly steel minimum and at least 3 inches above drivers helmet. The front section of the cages shall be no further back than the steering wheel. Roll cages shall have sufficient fore and aft bracing and strength to support the weight of the car & driver in case of an upset. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least 3-inch radius. No square or pointed corners allowed. Roll cage must be a minimum of 3 inches. It is mandatory to install a cross brace behind the seat to support the shoulder harness.
- 8.2 Bumpers and Nerfs- Cars must have bumpers extending beyond the front and rear tires. Nothing may extend beyond a tangent line from the outside edge of the tires to the bumpers. Nothing may extend beyond the outside edge of the tires or wheels, whichever is widest. No sharp corners or designs as to hook or damage. All cars must be equipped with nerfing bars. Nerfing bars must extend to the inside edge of tires, but not beyond the outside of the tire.
- 8.3 Electrics and Electronics- On and off switches must be on dash, top of the cowl or on steering wheel. On/Off switch must be connected and functional. No radio communication is allowed between crew and driver.
- 8.4 Weight- "JR" Class cars, minimum car and driver weight 400 lbs. If weight is added must be firmly bolted in place.
- 8.5 Suspension- Coil-over shock suspension only.
Tread- Maximum 46 inches, Minimum 32 inches center to center of tires.
Wheelbase- Maximum 52 inches, Minimum 50 inches, center of front axle to center of rear axle. Rear axle to be steel only 1-1/4" or 40mm diameter.
Steering- Front wheels must be connected by a solid or tubular tie rod. Rear wheel drive only. All Suspension bolts except wheel nuts must be secured by some type of locking device.
- 8.6 Shocks- Aluminum or steel body shocks are legal.
- 8.7 Tires & Wheels- Wheels to be 8" diameter steel or aluminum non-beadlock only. Right rear spec. tire to be 16 x 8.50 x 8 American Racer (McCreary) stamped N.M.M.A or Hoosier RD20 of comparable size. Wheels must be held on with 4 or more standard lug nuts or knock-off hubs.
- 8.8 Bodies- All cars must have complete bodies of Sprint Car design only. Tail sections must be in place for time trials and all other races. There must be a metal firewall between driver and engine made of 24 gauge steel or .62" aluminum. Body of car must be made of aluminum, metal, fiberglass or high impact plastic. All cars must be painted an attractive color or colors. No rear view mirrors. The only part of the car allowed to be dismantled for driver to enter or exit is a quick release steering hub. All mechanically operated devices must be mounted below the driver's shoulder for safety.
- 8.9 Transmission- The drive will be by engine or jackshaft mounted clutch. No axle mounted clutches allowed. No direct drive will be allowed. On left side drive cars, chain guards will be made of .090" thick aluminum or equivalent and will run on top of chain from the front of the front sprocket to the center of the rear axle. Driver must not be able to touch the chain or sprockets while sitting in the cockpit.
- 8.10 Wings- Right side board max. 42" x 20". Left side board max. 42" x 20". Min size 6 sq. ft. The wing cannot be mounted outside the centerline of the tire. Side boards may not extend more than 3" beyond center section and sides must cover center section. All wings must have a 1/16" radius edges or edging. No raw edges. No wood, except for ribs or spars inside the

center section. Wing sides cannot be more than 4" below top of roll cage. Nose wings cannot exceed 24" x 18". Top wing is mandatory to enter a night's event.

- 8.11 Numbers- All cars must have legible numbers displayed in contrasting colors on both sides of the car. Numbers must be separated from the advertising so that they will be readable.
- 8.12 Hubs- Front hubs; go-kart type with 5/8" bearings and 5/16" wheel studs. Min. rear hubs; Douglas 5 x 130 go-kart type or equivalent.
- 8.13 Engine- The only engine approved for the Jr. Sprint class is the 100cc Yamaha KT-100-S. The KT-100-S must use the SSX by RLV-4 hole canister muffler. Loosely mounted mufflers will mean disqualification. Engine legality will be determined by using the Yamaha specification sheets by the IKF Motor spec sheets are available from the director of competition.
- 8.14 Driver Adjustable- No driver adjustable components allowed.

SECTION IX

Points System and Incentive Fund

- 9.0 Rookie of a class will be the driver that has collected the most points in the racing season for that class but has not raced more than 4 races in that class in the previous year.
- 9.1 All completed sanctioned races will count toward the point fund.
- 9.2 Registered Car number must participate in 75% of the races to be eligible for points fund money. Points fund money to be paid to top ten in points.
- 9.3 NMSA Shall follow points structure published by Deming Speedway

SECTION X

Tech Inspection

- 10.0 Technical inspectors have authority to call for inspections on any and all vehicles at any time. Tech inspectors may inspect for visual evidence of un-allowed modifications such as machine work, use of unapproved, non-stock, or non-conforming parts. Any engine measurements taken must be compared to published specifications. Published specifications may include rule book, manufacturer's manual, etc. Engines that have been sealed by the tech inspectors may bypass inspection of any sealed areas, so long as the seal has not been damaged. Condition of seal is at tech inspector's sole discretion.
- 10.1 Car owner will be responsible for dismantling an engine for tech inspection.
- 10.2 Refusal of tech inspection called for by tech inspector or as a result of protest shall automatically deem the vehicle illegal, and be subject to penalties as determined by the grievance committee. Vehicle may further be prohibited from competition until an inspection is performed.
- 10.3 Displacement shall be calculated as follows: BORE X BORE X STROKE X .007854 X THE NUMBER OF CYLINDERS.
- 10.4 Fines may be levied for rule infractions. Said fines will be set at the discretion of the N.M.S.A. Grievance Committee. Any participant violating any rule may be penalized that night's points and or face suspension and fine.
- 10.5 In the event a cash fine is levied against a driver, owner or participant, the fine must be paid in full before that car and member will be allowed to compete again.
- 10.6 All fines are payable to N.M.S.A. in cash and shall be added to the general fund.

SECTION XI
Protest & Grievance

- 11.0 Protests of will be allowed, when a party believes technical (car or engine) specifications have been violated. Protesting party must present \$200.00 and written protest to a tech inspector or NMSA official within 30 minutes of race conclusion to initiate protest. Protesting party must be a driver and must have competed in the same race as driver and vehicle involved in the protest. Vehicle owner and crew will be responsible for their own tear down, with tech inspector present. Technical inspectors will perform all inspections and measurements. If vehicle in question is found to be legal, protesting party must relinquish the entire \$200.00 fee to protested car owner. If vehicle in question is found illegal, the car and driver will relinquish all points and other incentives earned during that race event. If a vehicle is found illegal for a second time during the season, the car and driver will relinquish all points accumulated to that in the season. Additional penalties for first and subsequent offenses shall be determined by the tech inspector AND grievance committee. Vehicles found to be illegal result in the return of the \$200.00 to the protesting party.
- 11.1 Grievance committee shall consist of 2 members from each class (not represented in the grievance), tech inspector, track management, and NMSA President. Committee members may select a stand-in if their participation may be viewed as biased. Responsibilities include: Handling members engaged in unsportsmanlike conduct, actions detrimental to the sport, and assignment of penalties for technical violations. The Grievance Committee may be called to act by any committee member, tech inspector, or through receipt of written grievance from a club member. Grievances from club members must be presented during the event (night) in question. The committee has full authority to levy penalties including: fines, disqualification, loss of points, suspension. As incidents will be reviewed on a case by case basis, the committee may so choose, but shall not be bound to consider precedent set by prior decisions. Grievance Committee decisions may not be appealed or protested, and any penalties must be served prior to competition in future NMSA events.
- 11.2 Verbal or physical attacks by any participant shall result in automatic disqualification from the event, and be subject to further penalty as deemed by the Grievance Committee.
- 11.3 The rules and regulations of the NMSA will be followed at all NMSA. racing events.
- 11.4 Grievance Committee has sole authority to interpret NMSA rules

NOTE: Association reserves the right to add, delete, or alter these rules for the safety of its members.

SECTION XIII
Definition Of Rules Change Procedures

Rules for the building of vehicles are determined and voted on after the completion of each outdoor racing season. The President will schedule rules meetings in any number deemed necessary. At such rules meetings, each article concerning the building and safety of vehicles will be reviewed and appropriate changes will be made. Voting on rules will be as follows:

- 13.0 Registered vehicles must have paid the N.M.S.A. number fee and have accumulated at least one point in the outdoor season. Each registered vehicle and its representative will have one vote collectively. *Meaning: ONE CAR, ONE VOTE.*
- 13.1 At car class rules meetings each eligible vehicle and its representative shall receive a card with matching numbers to be used to count votes.
- 13.2 All changes and amendments shall be submitted at time of meeting and in written form.
- 13.3 A simple majority of eligible voters present at rules meetings shall determine any changes to rules.

- 13.4 As stated in rule 13.9, when car class rules are presented to membership as a whole, the individual general members may not vote on those issues. The individual general members may vote on the general rules of the Association only.

NOTE:

The only exception to above procedures would be in regard to safety. The procedure to change safety rules during the season will be as follows:

- 13.5 Any member can verbally present changes or amendments to present safety rules at any meeting.
- 13.6 The President shall limit any discussion to a time limit deemed appropriate. After this discussion period, club members may again request that said proposal be presented as an amendment. The proposal must be tabled until the following meeting, at which time it shall be introduced in written form as a motion. At this time, the President may again limit discussion to a period deemed necessary.
- 13.7 At a regular rules meeting, only registered vehicle representative shall be able to vote on the car class rules. Any individual general member may vote on general association rules.
- 13.8 Rules to be changed or amended at meeting other than regularly scheduled rules meeting must require a 2/3 "yes" vote of all registered vehicles present. Meaning: if 30 vehicle owners are present, then a "yes" vote of 20 or more is needed to pass. If an amendment or motion passes even by a 19 to 0 margin of those present, the motion will fail for lack of 2/3 approvals.
- 13.9 Those proposing the motion may at this time put a failed motion or amendment on the agenda for the next meeting. The same procedure as above shall be followed regardless of the number of times it is introduced. The motion can also be tabled until the next official rules meeting, at which time standard procedures will be followed.

CAUTION:

Auto racing is a hazardous activity. Compliance with these guidelines is not guarantee of safety. No express or implied warranty of safety shall result from publication of or compliance with these rules and/or regulations. They are intended as a guide for conduct of the sport and in no way a guarantee against injury or death to participant, spectator or official. No express or implied warranty of safety shall result from alteration or specifications. Any interpretation or deviation from these rules is left to the discretion of the officials. Their decision is final.