

NEW MEXICO MOTOR RACING ASSOCIATION RULES

Revision: 28 January 2012 (Changes from last set of rules are highlighted)

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, pitmen and spectators. To assure each participant a fair decision in case of disputes.

PROCEDURES AND RULES

A. MEMBERSHIP AND VOTING RIGHTS

1. All interested persons are eligible for this membership.
2. Before any driver participates in his/her 2nd NMMRA Sanctioned event (event defined as a single race/show/night – not a weekend), he/she must become a member or pay \$20 per race event and will not receive any points or voting rights.
3. DUES are \$30.00 per year for Drivers or Owners. \$25.00 for a Car Number. Car Numbers must be paid for prior to racing in any NMMRA event. Associate Memberships are \$20.00.
4. One vote is allowed for each active registered car. The Owner or Driver must be a member in good standing of NMMRA.
 - a. Active registered car is one that has raced 30 percent of NMMRA sanctioned events during the current or previous season.
 - b. Voting procedures are outlined in the By-laws of the NMMRA

B. ELECTED OFFICERS

1. The officers of the NMMRA are elected annually in accordance with the procedures and requirements set forth by the By-Laws of the NMMRA. All officers must be a member of NMMRA.

C. RULE CHANGES

1. Officers will schedule one (1) Membership Rule Change Meeting per year prior to the start of the race season for rule change discussion and vote. In the event of a tie vote, the NMMRA Board will vote to determine final decision. Any proposed rule changes must be published in writing to the general membership at least five (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
- 6. JUDGES
 - a. Will assist the Chief Judge in the scoring, and posting of results as directed
- 7. REFEREE
 - a. The referee 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 pit crew.
5. All personnel in the Pits are encouraged to wear whites for safety.

F. DRIVER ELIGIBILITY

1. Age, as determined by Insurance Regulations (enforced by track)
2. Those drivers having fines or restriction against them must have fines and/ or before entering competition.
3. The NMMRA reserves the right to refuse any driver from competing if there is a 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.

H. DEFINITIONS OF LIGHTS AND FLAGS

1. Green Flag—"Green means GO!!!" All other flags apply after 1st green is thrown.
 - a. 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!!
 - b. Any car causing two (2) false starts shall be put to the back.
 - c. Front row pole (inside) sets a reasonable pace. Outside pole, it is your responsibility to keep pace with inside pole pace setter
 - d. When the flagman has indicated one to go the green flag will be thrown on the next lap
 - e. 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.
 - f. Cars may not enter a race during a green flag lap. You will be black flagged.
 - g. After lined up on track, if a car has not made it the line up 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

2. Yellow Flag—Means to slow down to a pace acceptable to the flagman. Yellow is official at any point on the track. Lineup will revert to the previously scored lap. Absolutely no racing to the yellow. No pulling in and out of Pits under a yellow flag. No pitting under a yellow!
 - a. No passing allowed during yellow laps unless instructed to do so by the flagman.
 - b. 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.
 - c. Any car involved in a yellow can return to position if the flagman rules the yellow is premature.
 1. Since Red and Yellow are official at any point on the racetrack. The flagman must throw the yellow if any assistant or corner flagman has thrown in the Yellow.
 2. If the red is thrown during a yellow because of a driver's refusal to be removed from race surface, that driver will not be allowed to continue in the race.
 - d. 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 lineup for the restart as the 8th car now on the same lap as the leader.
 - e. Leader must set a reasonable pace.
3. Red Flag—“Red means STOP”. Drivers shall stop as soon as safely possible, whether thrown by the flagman or shown by the corner flagman. Red is official at any point on the track, the line-up shall revert back to the previously scored lap.
 - a. Any car needing repairs, involving removing or the replacement of parts must report to the "Designated Work Area" for such work and will restart at the rear of the pack.
 - b. Other work allowed is limited to: adding air, tear-offs and minor chassis adjustments
 - c. No one is allowed to drive past the scene of the accident
 - d. No car will be allowed back onto the track after the flagman has indicated one (1) lap to green
 - e. Any car/cars causing 'Red' shall be inspected by driver/crew and at least one member of safety committee (or designee) before being allowed to continue in that or the next race.
 - f. Cars involved will be moved to the rear inverted from the previously scored lap or from line up of 1st lap restart.
 - g. Cars that stop to assist, even before red, will not be considered to be "involved" and will be realigned in their original position by the flagman.
 - h. Should a yellow flag condition change to a Red flag condition, Red rules apply.
 - i. In the event enough laps have been completed for the race to be called a complete event. Drivers will be scored and paid according to the position they would have held in a restart
 - j. Safety crew need to be able to get to the scene of the accident so please try not to block the entrances/exits to the infield and try to keep a lane on outside of track open for crew to pass to get to the scene.
4. Red & Yellow Flag Together—Means to line-up for 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, he may now join the race at the back of the field. This may be done only upon a complete restart First lap, not completed, restart at rear. Semi and Main one push start at rear. If you were push started in first lap and this is your second push start YOU'RE OUT.
5. Black Flag—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 can 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 \$20.00/lap fine.

- a. Anyone continuing after a 360° spin will be black-flagged.
6. White Flag—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.
7. Checkered Flag—Means that the lead car has completed the race. Other cars shall be scored as they cross the finish line.

I. WARMUP QUALIFYING LAPS:

1. When time and track conditions permit, warm-up laps will be arranged
2. Qualifying laps will be held only as required by the type of program being run.
3. Packing of the track will be mandatory for all participants; you must be on the track within five (5) minutes after the 1st car is on the track. If you fail to comply you will run scratch.

J. RACE PROGRAM PROCEDURES

1. 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.)
2. New drivers and cars with handling problems may be lined up at the rear of the line-up per the board of director's discretion. If the driver is late and is not in the lineup, he/she will start in the scratch position. All Drivers must be ready to compete in the events for which they are scheduled. Any car not ready to compete 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.
3. Drivers shall drive off the track and into the pits at a slow speed.
4. 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.
5. Any driver not maintaining racing speed may be black flagged.
6. 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.
7. No one may ride on a trailer while on race track property.
8. 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 situation for the driver. Injuries must be cleared by the EMT or Driver will not race for the remainder of the race program
9. Helmet, seat belts, shoulder harness, driving suits and racing approved shoes shall be worn when racecar is under power; including starting car in pits. Gloves also recommended.

K. INTERPRETATION OF RULES:

1. The Board of Directors shall, if required, interpret any procedures or rules herein stated and such interpretations shall be made available in written form.

L. DEFINITIONS OF VIOLATIONS

1. Drinking or Drug Use prior to any event will not be tolerated. Anyone suspected of drinking or drug use will be subjected to the scrutiny of officials and EMT to determine if they are fit to remain at that event. Driving drunk or under the influence of drugs up to criminal charges if said actions cause harm to self or others (blood samples will be mandatory if charges are brought).

2. Fighting a. No driver or pit crew shall exit their cars and enter another person's pits in a hostile manner.
 - a. Driver vs. Driver: To be determined by mitigation circumstances.
 - b. If anyone is fighting (pit-crew, helper, friend, etc.) Minimum \$25.00 Fine
 - c. Using any object as a weapon: Up to suspension.
3. Any Issue that may be reported by the Track, the Flagman, Chief Judge or another driver, will be reviewed by the Board, with help of "written" reports, Track Videos etc. and penalty will be assessed.
4. Any malicious action in the pits or on the track or any malicious or detrimental action or comments against this Association via public forum result in a fine, possible legal action or suspension for the remainder of the season.

M. DISCIPLINARY ACTIONS

1. The Board of Directors or track official may ask for and conduct any meeting and or hearings required under this section.
2. Any NMMRA member who believes that a person under the jurisdiction of the Association has violated any of these rules may place a charge against the alleged violator. Charges must be submitted in writing, on Monday immediately following the event, in the amount of \$100.00.
 - a. The Board of Directors will meet to consider the validity of the charge and advise all concerned parties of the Boards decision concerning the need of a hearing.
 - b. If a hearing is required, no final decision will be rendered until the person charged is given an opportunity to appear before the Board of Directors to hear any charges made against him/her and to defend him/herself.
3. The charged may choose not to enter a defense, in which event the charge will be considered to be correct and the Board shall enter a judgment consistent with the established facts.
4. If the person filing the charge does not appear at the hearing, all charges will be dropped.
5. If the charges are upheld, the \$100.00 will be returned immediately.

N. RACE SCORING PROTEST PROCEDURES

1. Any driver who believes that his/her car's position was not properly scored must file a written protest to be given the Secretary/Treasurer within 30 minutes of the time that the race results are posted.
2. A protest fee of \$25.00 shall accompany the protest.
3. The fee will be refunded if the protest is settled without requiring a special meeting of the Board of Directors.
4. If a special meeting of the Board of Directors is required to settle protest, the fee will be refunded only if the protest is upheld.

O. MANDATORY PENALTIES —Penalties to be assessed if these rules are not adhered to and with concurrence of the 1,2, 3 Penalties (3 strikes and your out)

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

P. SPRINT CAR SPECIFICATIONS

1. Any full cage Sprint, Modified (square tailed), Champ car or Roadster
2. Wings are not allowed.
3. Right rear tire: ASCS 16" Medium Compound or 18" Hard Compound HOOSIER ie. 105/16-15 Medium compound or 105/18-15 Hard compound (as voted by Membership)
4. All other tires: Unlimited

5. Engines: Unlimited cubic inch—No Aluminum Blocks
6. Induction: Unlimited
7. Wheelbase: 84" minimum- 105" Maximum
8. Car number Size and Location: A minimum of 14" high on each side of the tail tank and a minimum of 10" high on nose (contrasting colors)
 - a. Judge(s) may request a car number be outlined in a contrasting color. Any car owner refusing their request will not be able to protest incorrect scoring.
9. No duplicate numbers for in state club members
 - a. No alpha only. Trailing alpha only and the alpha will be no more than ½ the size of the numbers
 - b. Out of state drivers that only have a letter, will be required to put a number in front of the alpha for that race event.
 - c. Out of state drivers will be required to add a trailing number or alpha to their car if their car number results in a duplicate car number.
10. Number 91 has been retired.
11. No cockpit adjustable shocks.

Q. MANDATORY EQUIPMENT (CAR)

1. Five point seat belt, 3 year SFI tag at start of season.
2. Fuel bladder mandatory with check valve and o-ring type cap. Bladder shall be mounted to chassis with inner plate through the tail tank shell only as no attachments shall pass thru the bladder. There shall be a minimum of four (4) mounts to the chassis of adequate size to insure the fuel cell is secure.
3. Roll bars and main rails, 1¼" O.D. and 090" minimums
4. Nerf bars in front and rear wheels
5. Bumpers front and rear
6. Belly pan from the engine plate to the front of the seat
7. Firewall between the engine and the driver
8. Hood over engine and radiator
9. Full shut off and ignition switch within reach of the driver
10. Toe strap on accelerator pedal
11. Head net on right side or helmet restraint seat
12. Torque tube loop or restraint
13. Roll bar padding
14. Quick release steering wheel; no plastic
15. No wet cell batteries
16. Legible car numbers
17. Drivers must have 3" minimum head clearance from the top of the roll cage
18. Mufflers (per track regulations)

R. RECOMMENDED EQUIPMENT (CAR)

1. Head net left side with quick release with double wrap seat only
2. Rock screen
3. Right arm guard
4. Double wrap seat
5. Steel rod ends on the rear torsion arms and Jacob's ladder
6. Highly visible car colors

S. MANDATORY DRIVER EQUIPMENT

1. Fire suit (SFI 3-2a/5 Rated)

2. Approved fire retardant underwear under a 1 layer suit
3. SNELL approved helmet latest two SA ratings
4. Approved racing shoes, SFI rated
5. Approved racing gloves, SFI rated
6. Neck support collar
7. Arm restraints
8. 1-way radio tuned to NMMRA race director

T. RECOMMENDED DRIVER EQUIPMENT

1. Sternum protector
2. Nomex head sock
3. Nomex helmet skirt
4. Fire retardant underwear under all fire suits, other than mandatory one layer suits

All cars and drivers will be inspected prior to competing in any sanctioned event. Random safety spot checks may be performed. Nothing in these specifications shall be construed to grant permission to run an unsafe car.

U. QUALIFYING

1. Qualifying heat races will be held at all events.
2. 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 race, etc. Once pole positions in each heat are filled, the next lowest number goes to the outside front row of the first heat, etc. If there is 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 positions for the balance of races scheduled.

		Starting Position											
		1	2	3	4	5	6	7	8	9	10	11	12
Finishing Position	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	118
	5	66	67.5	69	70.5	72	77	82	87	92	97	102	107
	6	57.5	59	60.5	52	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

**Less than 23 cars (No B Main Required) – 25 Laps

1. The passing points 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 (8) drivers accumulating the most points from heat races redrawing for feature starting positions (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.

2. 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/her finishing position in their heat race. 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. Any errors found after the top 8 top 8 redraw, will constitute another complete redraw for the top 8. Passing points will be figured on the actual starting position on the final parade lap (defined as the lap prior to the first accepted green flag).
3. Time trials may be held at some shows, depending on car count.
4. A car and driver qualify as a team. Each driver can qualify only one car. No driver will be permitted to change cars after taking the green flag of his qualifying heat race. An exception to this rule will be in a two day race.
5. NMMRA 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.
6. The lineup posted on the pit bulletin board when cars enter the racing surface for any race shall be the final line-up. In the event a car drops out of the line-up for mechanical reasons, the balance of the field shall move straightforward. The exception being if two (2) cars drop out from the same row, prior to green flag.
7. 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.
8. A white line or cone will be placed on the turn four (4) area for all double file starts. All cars must remain in proper order until the lead car or cars reach this point. Flagman will be instructed not to throw the green flag until then. If in officials judgment the front row car or cars are out of position a yellow will be displayed after the green and a warning given to offender. Any further violation will result in the offender being placed a row back with car behind offender being brought to front row. Any other car not in proper position in officials judgment will be penalized a minimum of two (2) positions plus one (1) position for each position gained over one. This penalty will be imposed on the next yellow or red flag. If there is no flag after penalty then it will be enforced at end of race.
9. Any car requiring a second push on start or restart of race will be placed at rear.
10. Any car on or near the racing surface that delays the start or restart of any race shall be penalized one lap by officials. A work area will be designated at drivers meeting.
11. Alternates will not be taken to fill any vacancies that occur.
12. Any car not running at a reasonable racing speed may be subject to disqualification for safety reasons.

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 deemed 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 regulation.

MEDICAL CLAIMS AND INSURANCE

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

Note: The track insurance coverage is a secondary coverage policy to your own health insurance coverage. Please check your policy(s) as to coverage of racing accidents, etc.

NMMRA HEAT & MAIN EVENT POINTS

All Heat Races

1st – 4
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 – 4
6th – 3
7th – 2
8th – 1
9th – 1
10th – 1
11th – 1
12th – 1
13th and below – 0

A Main

1st – 32
2nd – 28
3rd – 25
4th – 23
5th – 21
6th – 20
7th – 19
8th – 18
9th – 17
10th – 16
11th – 15
12th – 14
13th – 13
14th – 12
15th – 11
16th – 10
17th – 9
18th – 8
19th – 7
20th – 6
21st to end – 5 points

** Out of town shows (not at home track): All cars that run on the racing surface, wheel pack, hot lap or race in heat or main will receive 10 points as show up bonus.