

DEMING SPEEDWAY

2011 RULEBOOK

&

N.M.S.A. INFORMATION

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2011 N.M.S.A OFFICERS

President – Kelly Mauck

Vice President – Doug James

Secretary – Nicole Ramey

Treasurer – Kristin Gardner

Past President – Justin Vaughn

2011 GRIEVANCE COMMITTEE MEMBERS

JR100: John Abenroth, Steve Thomas

600R: Jeff Westergard, Gerald Brown

600: Don Webb, John Engler

1200: Jason Bloodgood, Jared Gunderson

****** Rule Book Disclaimer ******

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events & to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events and the participation in these events. All participants are deemed to have complied with all applicable safety rules & standards. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of this sport and in now way guarantee against any injury or death to any participant, spectator or official.

DEMING SPEEDWAY TRACK & FLAG RULES

1. Flagman, Pit Boss, & Head Official shall have complete control over racing event(s).
2. Flagman, Pit Boss, or Head Official may disqualify any car, driver, or participant from any race or racing event for any infraction of track rules.
3. Minimum Age for Each Class:
 - a. Jr Sprint 7 yrs of age
 - b. 600 Restricted 10 yrs of age or as approved by Head Official
 - c. 600 Open 14 yrs of age or as approved by Head Official
 - d. 1200 14 yrs of age or as approved by Head Official
4. Any driver who desires to "move up" any class prior to above listed age limit must obtain consent from Head Official and must start at the rear of the field until such time as determined by track officials.
5. Must be a minimum 10 yrs of age to enter the pits during race event. All drivers & crew entering the pits or participating any in race who are between the ages of 10 & 18 must have a signed waiver/release from parent/guardian verifying age.
6. Each car shall only occupy 1 pit stall in the pit area.
7. No Race will be held without appropriate first aid & fire protection crew.
8. All Head Official decisions are final. (there will be no protest)
9. Fines may be levied for any rule infractions. Fines will be at track discretion. Any participant violating any rules may be penalized by disqualification, suspension, fine or loss of points. All assessed fines will go to the N.M.S.A. Club Account.
10. The number of cars in any race or main event will be determined by track officials. The number of cars transferring from consolation event will be determined by the track officials. # of cars transferring etc will be posted prior to each race.
11. Any car that qualifies for the main event, that is unable to take the original green flag, may start at any race stoppage, with clearance of pit officials, except when a back-up car took his/her place. Back-Up cars must take original green flag.
12. All cars leaving the track during a race will pull to the inside of the track, when safe, and should indicate his/her intention to do so with a hand signal.
13. Any hot lapping after a race program has begun must have Pit Official approval.
14. There will be a mandatory fine of \$100.00 cash for each party involved in a fight. Fine is payable to N.M.S.A.
15. Mufflers are mandatory in all classes and must emit no more than 90 db's at a distance of 75ft.
16. Any cars passing before the green flag may be docked positions passed at the end of the race.

17. Pit Speed is 5 MPH or less as determined by Officials Discretion! No Exceptions! Excessive speed may result in a fine of \$100 or a loss of points, or both.
18. In the event that a cash fine or penalty has been levied against any driver, owner, or participant, the fine must be paid prior to the next admittance to the pits.

FLAGS

Green Flag

1. Green flag will indicate the start of the race.
2. Initial start: The flagman starts the race anywhere between turns 3 and 4. Pole position car sets the pace!
3. Last two laps of all races shall be completed under green conditions.
4. After the track lights go blank (or start signal), the green flag will be thrown; however the flagman has the option to throw a yellow if the start was unacceptable.
5. On restarts, once an official lap has been completed, the 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. The line up will be the same as the last completed green lap. After two double file re-starts, all remaining restarts will be single file. On single file re-starts the leader starts the race anywhere between turns 3 and 4.
6. Pole Car sets the pace however; flag officials may adjust the pace as needed. The Palm up sign means speed up, palm down means slow down. Any car that fails to respond to a flagman's pace may be sent to the back of the back for the start.
7. Cars cannot enter the racetrack after the lights are out without approval from the Pit Official. No car may enter the track under green flag conditions

Red Flag

1. Red flags stop the race. When a red flag (track signals) is observed you should come to a stop as quickly and safely as possible. Avoid passing through the accident area.
2. Each driver shall stop and maintain their position. No Passing. Anyone causing an accident during a red flag may be disqualified for the remainder of the racing event.
3. On a red flag, do not block the pit area exit, entrance or ambulance entrance/exit.
4. If a red is displayed, the line-up will be determined by the position of cars at the last completed lap. Any car(s) involved in the mishap will be given positions at the rear of the pack if they are safe to re-start.
5. On a red flag, cars may go to the pits for repairs and/or fuel, but will be put in the back of the line-up. You cannot re-fuel on the track without pit official approval and a fire extinguisher at your car.

6. Any involved car that is damaged must be inspected by officials for safety. In the case of an extended delay, the damaged car may be repaired to the official's satisfaction and re-enter the competition.
7. Under red conditions a crew may make changes to a car on the track except that they may not change any tire. All tires must be changed in the pits. A crew can adjust spacing on the track with approval from officials.
8. Only ambulance, push vehicle(s), fire safety, officials, and pit crew of those directly involved in the accident are allowed on-scene of any accident.

Yellow Flag

1. Each driver safely slows down and maintains position, no passing. Anyone causing an accident during a yellow flag may be disqualified for the remainder of the racing event.
2. When observing a yellow, the lead car will slow immediately and the rest of the field will assemble single file in behind. (Be aware of officials, crew, or debris that may be on the track)
3. A furred yellow flag indicates a track obstruction or condition on the track that should raise the awareness of racers, but does not merit a yellow flag being thrown. Under a furred yellow, after observing the condition, drivers may continue racing.
4. If two or more cars are involved in an accident, their placement at the subsequent re-start 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 be required to restart at the back of the line-up.
6. No one is allowed on the track during a yellow except officials unless otherwise directed by an official.

White Flag

1. White flag indicates 1 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 a caution is displayed.
3. The winner may take an additional courtesy lap, with caution, after receiving the checkered flag.

Black Flag

1. A black flag indicates that the driver 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 with official inspection/approval.
3. If any driver causes two stoppages during one racing event, the driver & car will be black flagged for the event. (This does not mean any driver who is involved in two stoppages rather the driver must have caused them).

4. A furred black flag may 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 involved 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 respective class. In the event that you are unable to qualify within (2) spots of your drawn position, you will be given (1) 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 lap combined time. If both laps tie, the one timing in first will receive the fast time.
2. Fast qualifier for each class will role a dice to determine main event inversion.
3. Each car will be assigned a heat race and heat race position according to their time.
4. The number of cars qualifying for the A main through the heats will be determined by the number of heats: (example: 3 heats = 4 cars, 4 heats = 3 cars). The # of cars to transfer will be posted prior to the race.

NOTE:

In case of any unforeseen circumstances, Deming Speedway Management reserves the right to alter or adjust the program and/or above listed procedures as needed.

N.M.S.A. MEMBERSHIP & CAR REGISTRATION

1. Northwest Mini Sprint Association (N.M.S.A) annual memberships will run from January 1 through December 31 each year.
2. Dues will be paid each, in the amount of \$1.00 any time a person buys a pit pass for a race.
3. N.M.S.A. car number, (point fund eligibility) dues for 2011 are \$40.00 U.S. Currency. Car registration must be paid no later than May 1, 2011 to be eligible for point's fund.
4. The Association shall have the following elected 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.
5. The Presidents role is to preside at the club meeting, manage flow of discussion at 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 Secretaries duties include taking of the minutes at meetings and distribution thereof, the publication of any newsletters, the preparation and maintenance of any rule book. The Treasurer's duty is to collect club monies, deposit them in accordance with good business practices and maintain an accurate accounting of all incoming and outgoing club funds. The immediate Past President serves in an advisory capacity to association Officers.
6. Association meetings will be held monthly & 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.
7. All race notices and publicity of races sanctioned on tracks having age limitations must inform prospective participants of any age limitations.
8. Car number applications must be filed along with membership applications by the car owner/driver.
9. Once a car is qualified for the night or event there will be no switching of cars or drivers permitted.
10. All cars must have numbers visibly displayed.
11. Each division will have numbers from 1 to 99.

GENERAL REGULATIONS

1. 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 event.
2. No member or participant shall subject any official to abuse or improper language at any time.
3. Scales will be provided at all races.
4. Violations may be punishable by a fine and/or loss of points.
5. Deming Speedway Rules are printed in this rule book.
6. No Radio Devices will be allowed for communication between driver & crew, etc. (Racecievers are required)

SAFETY

Sign In

Upon arriving at the track, signing in should be done first to ensure proper insurance coverage.

Racing Attire & Equipment

Driver’s suit and/or undergarment requirements: Two layer nomex or fire retardant material driving suit, or one layer fire retardant driving suit & fire retardant undergarments required. Fire retardant driving shoes required. 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)

Arm restraints are MANDATORY

Neck Collars or Head Restraint (e.g., Hans, Defender, etc) recommended.

Head Nets are MANDATORY on right side. (Exception: Full containment Seat)

Nomex racing gloves are MANDATORY

Car Safety Requirements

- Roll bar padding is required
- Driver Safety Bar, (sissy bar) is required on the right side of ALL cars, optional on the left side. Dimensions/placement is as follows:
- Minimum 1” mounted between elbow & top of shoulder
- Minimum .065 4130 tubing
- No removable bars allowed
- All cars must have full roll cage that encloses the driver and allows a minimum of 3” clearance between top of helmet and roll cage.

- All cars must have an approved quick release type steering wheel.
- All cars must have an approved 5 point racing harness installed as per manufacturer recommendations. A sternum belt is recommended.
- All belts must be dated no more than 3 years of present date.

CAR CONSTRUCTION & ENGINE RULES

BRAKES

All cars are required to have working brake(s) on the drive axle. No motorcycle stock brake systems. Brakes must be disk type and must lock up both rear wheels completely upon application. (All Classes)

FUEL LINES

Ignition Kill switch and fuel shut-off valve shall be mounted within easy reach of driver. Exception: Fuel shut-off on Jr. Sprints.

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 lines must be leak free. Fuel Bladder required for all classes except JR Sprint.

BATTERY

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

1200 CLASS

Age Limits:

All drivers must be 14 years of age, or as approved by Head Official. All rookies at back of pack until approved by track officials to take their position.

Roll Cage/Chassis:

1. Roll Cage minimum size 1 ¼ “, .095 4130 Chromoly Tubing. 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.
2. It is mandatory to install a cross brace behind the seat to support the shoulder harness. Sissy bar is mandatory on right side.

3. Wheelbase for all cars shall be 64" to 73". All cars are to have four piston caliper rear brakes. Nerf Bars must be securely fastened.
4. All Seats must be of high back style and incorporate a headrest.
5. Driver's chain guard must be a minimum of 1/16th stainless steel or 1/8" aluminum. Drive must be shielded from chain.
6. 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.
7. All cars to be equipped with either a steering gear or rack and pinion.
8. A firewall between engine and driver is required, with a minimum thickness of .050.

Engine Terms and Conditions:

1. Only reciprocating piston engines 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.
2. Mufflers must be Flow Master #42440 or Spin Tech with turn down.
3. Production 1205cc maximum displacement shall be four cycle, four-cylinder motorcycle engines. No downsizing.
4. Methanol only. No Nitrate fuels.
5. US/Canadian Production Street engines only. US/Canadian production refers to engines that were manufactured for an installed in US and Canadian production street-legal motorcycles.
6. Pre 2000 motors are allowed to make the following modifications:
7. Aftermarket oversized valves and cylinder head porting allowed. Aftermarket valves allowed, seats must remain stock.
8. OEM Camshafts only. Cam lobe specifications must meet published measurements in applicable engine service manual. (i.e. lobe dimensions).
9. OEM crankshaft only. No modifications allowed
10. OEM valve train components only (i.e. rockers, retainers, tappets)
11. Aftermarket timing chain and/or tensioner allowed.
12. Aftermarket ignition, exhaust and carburetion or fuel injection allowed.
13. Transmission must be operable in all gears.
14. OEM clutch assembly must be operational and complete. No aftermarket clutch spring allowed.
15. Any oil system modifications allowed.
16. Any engine manufactured with electronic fuel injection and/or built after 1999 must remain Stock except for the following:
17. Cam Shaft Timing
18. Removal of Balancer
19. Necessary decking of head and/or block for warpage allowed. Stock pistons must be used (no fly cutting) after market head gaskets allowed.
20. After market exhaust allowed
21. After market fuel injection & ignition modules allowed
22. Modifications or replacements of throttle body assembly and/or parts allowed. (i.e. injectors, fuel rail, air cleaner, etc).

23. After market stainless steel valves allowed. Seats must remain stock.
24. Oil Pan modifications allowed.
25. All engines may run mechanical fuel injection or electronic fuel injection
26. At start of race night all cars shall have operable on-board battery, starter, & clutch.
27. Must have stock working charging system, no cutout allowed.
28. All oil cooler lines must be steel braided and have approved hose ends.
29. Fuel Bladders are mandatory

Minimum Weight:

Post race weight: Minimum 1000 lbs. 1000cc engines 950 lbs.

Wings:

1. Top Wings maximum 16 sq ft. center section with:
 - Right Panel Maximum: 30" Tall, 60" long & 1458 sq in.
 - Example: 54x30-34", 54x26, 60x24
 - Left Panel Maximum: Max 30" tall, 60" long and 1620 sq in.
 - Example: 54x30", 60x27"
 - Arm guard flare panel (batwings) maximum 4"

Tires:

Tire Rule: right rear compound must be American Racer SD33 or Hoosier RD12 or harder.

600 OPEN CLASS – 775 LB MIN WEIGHT RULES

Age Limits:

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.

Roll cage/Chassis:

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.

Engine Terms and Conditions

1. 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.)
2. 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
3. Bore and stroke – Stock, 600cc Maximum
4. Head and Cams – NO Restrictions
5. Pistons - Must be stock, unmodified parts for the particular model engine.
6. Bottom End – Stock
 - No machining to remove weight or balance the crank. No aftermarket or lightweight cranks.
 - Stock connecting rods must be used, (no aftermarket rods), may use aftermarket rod bolts.
7. Clutch/Transmission
 - Transmission gears must be stock
 - No Close-ratio gears or non-standard gear ratios.
 - All gears must remain in transmission
 - May use lightweight clutch plates – basket must be stock
8. Stock appearing ignition must be used.
9. No Rev Limit for any engine
10. No Aftermarket coils
11. Engines using fuel injection may use after-market add ons (example: Power Commander, Dim Sport) to adjust fuel curve and/or timing, (essentially the same as adjusting the jetting and using ignition advancer).
12. Ignition Advancer may be used.
13. Induction System – No Mechanically forced induction (turbo, supercharging)
14. Any carburetors or fuel injection may be used on any engine, regardless of stock year of engine.
15. Fuel injection and carburetors may be converted for use with alcohol.
16. Exhaust: Any exhaust may be used; muffler must be 18" in length and meet track noise levels.
17. Charging system: Stock factory charging system may not be altered or removed. Must remain in complete working order. No factory racing charging systems.
18. Self Starting

19. Fuel: Alcohol, no exotic fuel additives, non flammable top lube only, no fuel enhancer top lube.

Minimum Weight

Minimum weight at all times (car & driver) is 775 lbs.

- If weight is added it must be firmly bolted in place.

Wings & Panels

Top wing center section not to exceed 14sq ft. Right side panel maximum 54"x24-20" (1188 sq in) Left side board maximum 54" x 26" (1404 sq in.). Arm guard flare panel (batwings) maximum 4"

Tires

All Tires must be Hoosier Tires. Right Rear must be RD15 or harder compound. American Racer tires purchased & possessed prior to 2011 season may be run and RR must be SD38 or harder compound.

600 OPEN CLASS – 800 LB MIN WEIGHT RULES

Age Limits

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.

Roll cage/Chassis

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.

Engine Terms and Conditions

1. Internal Stock parts
 - NO RESTRICTIONS
2. Overall Engine
 - Must be a Production Motorcycle Engine, 4 cylinder, 4 stroke
 - Current year engines allowed
 - Titanium – NO RESTRICTIONS

- Must have engine, clutch, and transmission all in one unit
 - Must be Chain Driven
3. Bore and stroke – Stock, 600cc Maximum
 4. Head and Cams – NO RESTRICTION
 5. Pistons –NO RESTRICTIONS
 6. Bottom End – NO RESTRICTIONS
 7. Clutch/Transmission – NO RESTRICTIONS
 - Transmission gears – NO RESTRICTIONS
 - Close-ratio gears/non-standard gear ratios – NO RESTRICTIONS
 - May remove gears
 8. Stock appearing ignition must be used.
 9. No Rev Limit for any engine
 10. No Aftermarket coils
 11. Engines using fuel injection may use after-market add ons (example: Power Commander, Dim Sport) to adjust fuel curve and/or timing, (essentially the same as adjusting the jetting and using ignition advancer).
 12. Ignition Advancer may be used.
 13. Induction System – No Mechanically forced induction (turbo, supercharging)
 14. Any carburetors or fuel injection may be used on any engine, regardless of stock year of engine.
 15. Fuel injection and carburetors may be converted for use with alcohol.
 16. Exhaust: Any exhaust may be used; muffler must be 18” in length and meet track noise levels.
 17. Charging system: No Restrictions
 18. Self Starting
 19. Fuel: Alcohol, no exotic fuel additives, non flammable top lube only, no fuel enhancer top lube.

Minimum Weight

Minimum weight at all times (car & driver) is 800 lbs.

- If weight is added it must be firmly bolted in place.

Wings & Panels

Top wing center section not to exceed 14sq ft. Right side panel maximum 54”x24-20” (1188 sq in) Left side board maximum 54” x 26” (1404 sq in.). Arm guard flare panel (batwings) maximum 4”

Tires

All Tires must be Hoosier Tires. Right Rear must be RD15 or harder compound. American Racer tires purchased & possessed prior to 2011 season may be run and RR must be SD38 or harder compound.

600 RESTRICTED CLASS

Age Limits

Min Age: 10 years old, with prior junior sprint experience or at promoter's discretion

Roll cage/Chassis

1. 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.
2. No cockpit adjustments, except brake bias valve and wing adjuster.

Engine Terms and Conditions

1. 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), as long as air flow meets the above criteria.
2. 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.)
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
4. Bore and stroke – Stock, 600cc Maximum
5. Head and Cams – Stock. Must use 3-layer head gasket.
6. Pistons - Must be stock, unmodified parts for the particular model engine.
7. Bottom End – Stock
 - No machining to remove weight or balance the crank. No aftermarket or lightweight cranks.

- Stock connecting rods must be used, (no aftermarket rods), may use aftermarket rod bolts.
8. Clutch/Transmission
 - Transmission gears must be stock
 - No Close-ratio gears or non-standard gear ratios.
 - All gears must remain in transmission
 9. Stock appearing ignition must be used.
 10. Rev Limit - Stock
 11. No Aftermarket coils
 12. Engines using fuel injection may use after-market add ons (example: Power Commander, Dim Sport) to adjust fuel curve and/or timing, (essentially the same as adjusting the jetting and using ignition advancer).
 13. Ignition Advancer may be used.
 14. Induction System – No Mechanically forced induction (turbo, supercharging)
 15. Any carburetors or fuel injection may be used on any engine, regardless of stock year of engine.
 16. Fuel injection and carburetors may be converted for use with alcohol.
 17. Exhaust: Any exhaust may be used; muffler must be 18" in length and meet track noise levels.
 18. Charging system: Stock factory charging system may not be altered or removed. Must remain in complete working order. No factory racing charging systems.
 19. Self Starting
 20. Fuel: Alcohol, no exotic fuel additives, non flammable top lube only, no fuel enhancer top lube.

Minimum Weight

Minimum weight at all times is 750lbs. If weight is added it must be firmly bolted in place.

Wings & Panels

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).

Arm guard flare panel (batwings) maximum 4"

Tires

All Tires must be Hoosier Tires. Right Rear must be RD15 or harder compound. American Racer tires purchased & possessed prior to 2011 season may be run and RR must be SD38 or harder compound.

JR100 Class

Age Limits

Driver's ages 7 through 13 may compete in the "JR" Class.

Roll Cage/Chassis & other requirements

1. 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.
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.
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.
4. Suspension – Coil-over shock suspension only.
5. 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.
6. Steering – Front wheels must be connected by a solid or tubular tie rod.
7. Rear wheel drive only. All suspension bolts except wheel nuts must be secured by some type of locking device.
8. Shocks – Aluminum or steel body shocks are legal.
9. 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.
10. 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.
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.
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.

13. Driver Adjustable- No driver adjustable components allowed.

Engine Terms & Conditions

1. The only 2011 approved 2-stroke engine 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.
2. In 2011 you may run a Briggs & Stratton World Formula 4-stroke engine.
3. In 2012 2-stroke motors will not be legal and the only legal motor will be the Briggs World Formula.

Weight

1. "JR" Class cars running the 2-stroke KT-100-S , minimum car and driver weight 425 lbs. If weight is added must be firmly bolted in place.
2. No Minimum weight in 2011 for those drivers running the 4-stroke World Formula motor.

Wings

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.

Tires

1. 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.
2. Tread – Maximum 46 inches, Minimum 32 inches center to center of tires.

Point System and Incentive Fund

- 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.
- All completed sanctioned races will count toward the point fund.

- 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.
- NMSA Shall follow points structure published by Deming Speedway

Tech Inspection

- Technical inspector(s) have authority to call for inspections on any and all cars 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.
- Car owner will be responsible for dismantling an engine for tech inspection.
- 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.
- Displacement shall be calculated as follows: $\text{BORE} \times \text{BORE} \times \text{STROKE} \times .007854 \times \text{THE NUMBER OF CYLINDERS}$.
- 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.
- 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.
- All fines are payable to N.M.S.A. in cash and shall be added to the general fund.

Protest & Grievances

1. 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.

2. 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.
3. 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.
4. The rules and regulations of the NMSA will be followed at all NMSA racing events.
5. 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.

Rule Change Procedures

NMSA Rules, bylaws, and procedures will be done in accordance with association bylaws.

Warning Statement (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.