

NEMA

Northeastern Midget Association

2011

Rulebook

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PREFACE

The corporate name of the organization is the Northeastern Midget Association, Incorporated. It is a not-for-profit corporation organized under the laws of the state of Massachusetts. It will also be known as the Northeastern Midget Racing Association; N.E.M.A.; NEMA; or N.E.M.R.A.

Any reference in this book to any of the foregoing or to the club will mean Northeastern Midget Association Inc., as an organization, not as any one person or an officer. This organization is formed for the mutual benefit and welfare of midget racing car owners and drivers, the promotion of midget racecar development and racing, and the betterment of the sport. The organization is primarily in business as a not-for-profit sanctioning body for midget car races. NEMA may also be promoters if the situation warrants, but promotion is not its primary function. NEMA may co-sanction racing events with other cooperating racing or entertainment organizations.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of NEMA competition events and to establish minimum acceptable requirements for such events. These rules shall govern the conditions of all events, and, by participating in these events, all participants agree to comply with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The officers and contest board shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirement. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.**

ARTICLE I

NEMA RULEBOOK

1.1 Effective Date. The NEMA Rulebook, and any amendments thereto, shall become effective immediately upon a majority vote of the General Membership or Contest Board and shall apply to all NEMA sanctioned events.

1.2 Amendment. The NEMA rulebook may be amended only by Officers and the Contest Board duly elected by the membership.

1.3 INTERPRETATION and APPLICATION. In the event that there is a dispute concerning the interpretation and application of the NEMA Rulebook, the interpretation and application of such

rule by the NEMA Officials shall prevail. Notwithstanding the forgoing, in accordance with Article XIV, the Contest Board shall have the authority to review any interpretations by the Officials.

1.4 FINALITY. The interpretation and application by the NEMA officials of the NEMA Rulebook shall be final and non-appealable, except as provided in Article XIV herein. In consideration of receiving the benefits of NEMA membership and in an effort to promote the orderly conduct of race events, ABSENT BAD FAITH ON THE PART OF ANY NEMA OFFICIAL, ALL MEMBERS AGREE THAT ANY INTERPRETATION OR APPLICATION OF THE NEMA RULEBOOK BY A NEMA OFFICIAL IS NON-LITIGABLE, AND FURTHER AGREE THAT THEY WILL NOT INITIATE OR MAINTAIN ANY LEGAL ACTION AGAINST NEMA OR ITS OFFICIALS OR AGENTS, TO REVERSE OR MODIFY SUCH INTERPRETATIONS OR APPLICATIONS OR TO RECOVER MONETARY DAMAGES OR ANY OTHER EQUITABLE RELIEF. ANY MEMBER WHO INITIATES SUCH AN ACTION IN VIOLATION OF THIS SECTION SHALL BE RESPONSIBLE FOR ALL COSTS, INCLUDING REASONABLE ATTORNEY'S FEES, INCURRED BY NEMA IN DEFENSE OF THAT ACTION. NOT WITHSTANDING THE FORGOING, IN THE EVENT ANY MEMBER BRINGS SUCH ACTION AGAINST NEMA OR ITS OFFICIALS, ALL MEMBERS HEREBY WAIVE ANY RIGHT TO A TRIAL BY JURY IN SUCH ACTION AND ACCEPT THAT THE MATTER WILL BE TRIED BEFORE A JUDGE OF COMPETENT JURISDICTION.

1.5 Extraordinary Circumstances. In the event circumstances which are unforeseen or extraordinary are presented to the NEMA Officials, strict application of the NEMA Rulebook may not allow them to adequately redress the situation. On these rare occasions, the NEMA Officials may make such determination as they deem necessary to resolve the situation, even if inconsistent with the NEMA Rulebook. Such emergency action by the NEMA officials is reviewable by the Contest Board in accordance with article XIV.

1.6 Communication/Temporary rules. In the event a particular racing event requires special rulemaking by NEMA Official, such rules shall apply to the conduct of the NEMA Competition Event, and competitors shall be notified of the special rules prior to the racing event. Any changes to the current NEMA rulebook, or any rule in place during the year that the board has changed or altered in any way, car owners must be notified 5 (five) days before these rules are put in place.

ARTICLE II MEMBERSHIP

2.1 Eligibility. Any interested individual is eligible for membership. Those individuals under the age of 16 will be eligible for associate membership only, except those individuals who are 15 years old who are NEMA Lite drivers. All persons under the age of 18 years age must have proper parental approval to become members. All applicants must complete and sign a membership application, pay the appropriate membership fee, complete a parental consent form if applicable and agree to be subject to the rules and regulations of NEMA in force at the time of joining and any rules or regulations that may be enacted by NEMA thereafter. Any individual who engages in conduct detrimental to NEMA or midget auto racing in general, whether or not during a NEMA Competition Event, and whether or not a member of NEMA at the time, may have his application rejected by NEMA. In addition, absent bad faith, NEMA expressly reserves the right to reject the application for membership of any potential member in the best interests of NEMA. Any such rejection may be appealed to the Contest Board in accordance with Article XIV. Membership applications may be obtained from the Secretary or from the NEMA web site, and must be completed, signed, and returned to the Secretary with the required membership fee. Acceptance by the secretary does not constitute an acceptance of the membership application. All Applicants will be notified in writing of the disposition of their membership application. Accepted members will receive their membership card. Car owners may register additional cars for a five dollar (\$5.00) fee each, however these registrations will not entitle said owners to additional voting privileges.

2.2 Suspension/ Termination. NEMA may suspend or terminate any member for a prescribed period, or indefinitely, if it determines that such action is in the best interest of NEMA and the promotion of midget auto racing. Similarly, any member may voluntarily terminate his/her membership by notifying the Secretary in writing of his/her intention to terminate membership and returning his/her membership card. Any member suspended or terminated involuntarily may appeal the decision to the Contest Board pursuant to Article XIV.

2.3 Expiration. All memberships shall expire on the last day of the calendar year for which they were issued. A new membership application must be completed, signed, and submitted to the Secretary for each racing season.

2.4 Independent Contractor. All NEMA members acting in any capacity shall be considered independent contractors and shall not be employees, servants, or agents of or for NEMA. It shall be each members obligation to supply any tools or other equipment needed to function in their capacity as members of NEMA. All members shall be responsible for the actions of their employees and/or agents. Members assume and take all responsibility for all charges, premiums, and taxes, if any, that may be payable on any funds that they receive as a result of his/her racing activities, including, without limiting to, social security taxes, unemployment taxes, compensation insurance, income taxes and withholding taxes. Upon arrival at the NEMA Competition Event, all independent contractors must signed in with the Secretary or designated person at the start of each event.

2.5 Officers. The Officers of NEMA shall consist of a President, 1st Vice President, 2nd Vice President(if necessary), Secretary and a Treasurer. In order to be eligible to hold one of the above mentioned offices, an individual must be a current member of NEMA and have been an active member in good standing with NEMA for the previous year.

The President will preside at all meetings and countersign with the Treasurer, any and all drafts or warrants necessary in the operation of the association. He will sign together with the Secretary or Treasurer on contracts or agreements committing the association to indebtedness. He will generally manage the business affairs of the association.

The Vice-President will assist the President in any areas he designates and take over the duties of President in his absence at any meetings and/or racing events.

The Secretary will transcribe the minutes of each and every meeting (both general and Contest Board), issue such correspondence as may be directed by the President or the Contest Board, keep an up to date list of all members, and their date of paid membership, be responsible for keeping an accurate and up to date record of point standings of cars and drivers, make point standings available and open to inspection by members at any reasonable time, and submit printed and complete "Reports of the Secretary" relating to the accounts and business of NEMA at the general meeting.

The Treasurer will hold all funds in a bank for the benefit of this organization, make or sign warrants or drafts only when the President co-signs with him, keep a regular set of books and account for all monies received and spent by the organization, make the books available and open for inspection at any reasonable time, and submit printed and complete "Report of the Treasurer" relating to the accounts and business of NEMA at the general meeting.

2.6 Contest Board. In order to be eligible to hold a position on the contest board, an individual must be a current NEMA member and been an active member in good standing during the previous year. A Contest Board member will be dropped from the board if he/she misses two (2) unexcused meetings. The remainder of the board will elect a replacement. If a Contest Board member leaves the board during his/her elected term, he/she becomes ineligible for election for the next term. The contest Board will consist of six (6) elected members. The contest Board may:

- a) Protect the interest of the members as its primary function.
- b) Enact such rules and regulations as they see fit and enforce same.
- c) Be responsible for the enforcement of all matters pertaining to competition.
- d) Be the Technical Committee in all matters pertaining to competition.

The six elected members or the Contest Board may elect a chairman from their members.

The Contest Board may hire Business Agent. There will be no restrictions as to whether he/she is a club member or has other office capacities with the club. His remuneration and specific duties will be determined by the contest Board.

These duties are to include, but not be limited to: procurement of racing dates and their financial arrangements. He may attend Contest Board meetings, but not have a vote in its operations.

Handicapper, Pit steward, Starter, Scorer and assistants as necessary, will be furnished by NEMA and hired by the Business Agent or Contest Board. Other personnel may be hired or appointed by the Contest Board, such as a LITE car representative, as deem necessary for the proper operation of NEMA. Any such additional personnel will have no voice in the operation of the club, although their attendance at the meetings of the NEMA Officials may be desirable. All working track personnel who receive compensation for their duties must be NEMA members. Any eligible member may submit, to the Secretary, his/her name for nomination to an office. These nominees will be presented at the general meeting for the election of officers. All officers and board members must attend 50% of the NEMA sanctioned events during the season for which they were elected.

2.7 NEMA Officials. Together, the elected Officers and members of the Contest Board, as well as any agents hired by the above mentioned, shall be the NEMA Officials. Formulation of rules of conduct and membership rules shall be within the sole discretion of the NEMA Officials. A majority of NEMA Officials must be present to enact a rule and such enactment must be by a majority vote. The membership of NEMA shall be informed of the decision of the NEMA Officials either at the general meeting or by e-mail.

2.8 Voting Qualifications. In order to be eligible to vote, an individual must be a current NEMA member in good standing (suspended members are ineligible to vote), have paid the requisite membership fee at the time of voting and must be 16 years of age or older. All such members are qualified to vote in the election of Officers and members of the Contest Board.

2.9 A Technical Committee comprised of members of the Contest Board and the Officers will be established, to which all proposals regarding car specifications shall be submitted. All decisions on technical proposals will be delayed until the Board for the forthcoming season has been elected and convenes a Board meeting for this purpose. The Technical Committee shall then research and investigate all proposals and render a decision to the membership by e-mail. The decision of the Committee shall require a 2/3-majority vote for acceptance, and shall be final. Car owners may overrule any decision of the Technical Committee by presenting a petition signed by ten (10) eligible car owners to the Contest Board requesting reversal. This petition must be received by the Secretary within fifteen (15) days of the Member Notification of Rule Changes. Ballots will then be mailed to all eligible car owners who will indicate their vote by returning

their ballot via U.S. mail to the Secretary. A 51% vote will overturn the Technical Committee decision. For voting purposes, an eligible car owner will be he/she who has participated in 50% of the previous season's races.

2.10 General Meetings. There shall be at least one (1) general membership meeting each year, generally, but not required to be, held in December. All proposals by the membership for inclusion on the general meeting agenda must be received by the Secretary no later than thirty (30) days prior to the scheduled general meeting. Any proposed rule change must also be submitted to the Secretary within the same time frame. Any proposed agenda items or rule changes not received by the Secretary within the time allotted above, shall not be included on the general meeting agenda and must be submitted within the appropriate time frame for inclusion on the next general meeting agenda. An agenda will be mailed to all members fifteen within (15) days of the scheduled general meeting date. To call an additional general meeting, a petition must be presented to the President signed by ten (10) members in good standing. The petition will state the reason for calling the meeting. The meeting will be confined to only the subject designated in the petition.

2.11 Release of Name. In consideration of the acceptance of a membership application by NEMA and any prize money that may be won by the member during his membership, all members agree and consent that NEMA may use their names, pictures, likenesses or performances in any way, in any medium, in order to promote or advertise NEMA Competition Events, including, but not limited to commercial sales and projects. Members agree to relinquish all rights hereto for such purposes.

ARTICLE III

SAFETY

3.1 NEMA will not compete on any track unless there is adequate fire protection equipment, at least one ambulance, properly equipped, and with trained medical personnel in attendance. All NEMA drivers and on track Officials must participate in the insurance program specified by NEMA. Affected members will be responsible for payment of all applicable premiums.

3.2 All members acknowledge that automobile racing is an inherently dangerous sport and assume any and all risks with participating in NEMA events and further agree to notify their family members of their participation in NEMA events. While NEMA, its officers, agents, members, and business associates attempt, through enforcement of these rules, to reduce that risk, it cannot be completely eliminated. Because NEMA does not promote its own racing events, it has no control over the facilities at which NEMA races. Therefore, it will be the

responsibility of NEMA, the promoters, and the members to share the responsibility for safety at the racetracks. The promoters are ultimately responsible for providing all required safety equipment and personnel and for maintaining the racing facility in such a way as to reasonably assure the safety of all NEMA members at that facility. NEMA and NEMA Officials shall inform any promoter of any deficiency in safety equipment which it discovers or has been brought to its attention, but cannot insure the adequacy of the safety measures taken at a given racing facility. Ultimately, all members are responsible for inspecting the facility for proper safety procedures and reporting any apparent deficiencies to NEMA or the promoter. In addition, car owner members are responsible for the safety of their race cars, and agree that neither NEMA nor the promoter shall be responsible for any occurrence as a result of the result of the adequacy of the safety equipment on any members racecar.

3.3 If practicable, any member injured at a racing facility during a NEMA Competition Event must notify a NEMA Official prior to leaving the facility.

ARTICLE IV

NEMA COMPETITION

4.1 A NEMA Competition Event is a racing event which NEMA has agreed to sanction at a particular racing facility and has executed a NEMA Competition Agreement.

4.2 Only current members in good standing may compete in NEMA Competition Events. Any current member of an established racing organization will be allowed to obtain a "temporary racing membership" to compete in a NEMA Competition Event (non co-sanctioned) provided he/she shows their current club membership I.D., holds the proper insurance and pays a twenty dollar (\$20) non-refundable fee for each such Competition Event. Such individual agree to abide by the rules and regulations of NEMA and may also be required to sign a NEMA release form. Temporary permits are limited to 2 per car or driver per season.

4.3 The use of alcoholic beverages and/or narcotics prohibited in the pit area during the course of any NEMA Competition Event. All members agree to abide by the NEMA Substance Abuse Policy, incorporated herein.

4.4 Because NEMA does not promote its own racing events, all members agree to abide by the rules and regulations of any racing facility at which a NEMA Competition Event is held. Member car owners shall be responsible for all who have pit passes on his car, and will be responsible for insuring that the conduct of those persons is in accordance with NEMA rules and regulations.

4.5 All Drivers, owners and pit crews must present a neat and clean appearance. UNIFORMS

ARE ENCOURAGED.

4.6 In accordance with rule 7.2. all cars competing in a NEMA Competition Event are subject to inspection by NEMA for compliance with the rules and regulations of NEMA. Any decision of NEMA reached as a result of such an inspection shall not be appealable, except to the extent permitted by Article XIV.

4.7 Un-scheduled practice at any race facility within six (6) days prior to a NEMA Competition Event at that facility is prohibited. Pre-season testing will be allowed for NEMA up to 2nd race. There will be no testing allowed at the tracks that are on the NEMA schedule unless you remove all wings. If it is found that a wing was used, then that car starts at the rear of field in the next feature the car appears in and loses their 100 Championship points for that race.

ARTICLE V

CAR IDENTIFICATION

5.1 For identification purposes an upright chassis is one where the driver straddles the drive shaft when driving. Only upright chassis are eligible for competition.

5.2 Cars will be required to use only the number assigned at the time of registration. The number shall be applied to both sides of the car so as to be easily identified at a reasonable distance.

Numbers must also be displayed on top of the wing. Top numbers must be at least 18" in height.

5.3 In case of duplication of numbers on cars at the track, the car that has been assigned the number by the Secretary is the car that is entitled to use the number. Continuity and Seniority exists. Preference of numbers is then given on a first, come first serve, basis. Disputes over car numbers will be decided by the Contest Board. The car that is not entitled to the number must have a new number on the car in a manner such as to satisfy the Contest Board.

5.4 All NEMA midget cars may be required to display the NEMA decal and any other major point-fund sponsor decals on the body area designated by the Contest Board. Also to be displayed are any other temporary sponsor's decals of the day or series, if required.

5.5 All cars are required to have their own AMB transponder and charging base. There are transponders available to rent for a fee of \$25 each race where the fee will be deducted from that car's payoff for that event.

ARTICLE VI

DRIVER REQUIREMENTS

6.1 All drivers must submit to a physical examination and provide all necessary documentation to NEMA before being allowed to compete. Subsequent physical examinations are required each year, except the Department of Transportation, (DOT) certification, which has a two-year validity. The examination is to be at the applicant's expense. No one may drive, if in the opinion

of the examining doctor they have an affliction that may slow down their reflexes and/or make them a menace on the track. Drivers should submit the completed physical form with the membership application to the Secretary. The standard Physical Examination Form provided by a doctor is acceptable. Any driver failing to provide proof of a valid physical examination to the Secretary PRIOR to a NEMA Competition Event shall not be allowed to compete in a NEMA Competition Event. It shall be the responsibility of the driver to confirm receipt of the physical.

6.2 A driver may at any time, at the request of a NEMA Official, be required to undergo a physical examination by the tracks doctor to determine if he/she is over fatigued or under the influence of drugs or alcohol. The decision of the doctor is final and without recourse for that NEMA Competition Event.

6.3 All drivers are required to wear suitable, double layer, fire-retardant, long-sleeved uniforms when driving. **Fire suit rating**

The Technical Committee may approve uniforms. Arm restraints are required. Neck restraints, Nomex hoods, gloves, shoes, socks, underwear, etc. are encouraged.

6.4 All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceed the 2000 or 2005 Snell Foundation 31.1 specifications and labeled as such. The Contest Board will order questionable helmets replaced.

6.5 A driver will be in his/her car unless actively pushing it while it is on the racetrack in preparation of being pushed-off during warm-ups or qualifying events.

6.6 A NOVICE driver is one who has never or has seldom driven a midget race car in competition:

a. Drivers fifteen(15) to seventeen(17) yeas old may enter a NEMA Competition Event provided they provide to NEMA in advance of the NEMA Competition Event an appropriate release of liability in the favor of NEMA, signed and notarized by parental guardian(s), provide proof of medical insurance and are qualified to compete in the sanctioning track's events pursuant to state and local rules and regulations. A committee shall be established to oversee minor drivers and evaluate their performance.

b. At the discretion of the Handicapper and/or the Contest Board, a novice may be required to start at the rear of the field for at least three (3) races. The Contest Board will decide by the end of the three events as to whether the novice will have to continue to drive in the rear for more experience, or will drive from the handicapped position. The novice will be instructed by the Starter as to the primary rules or midget racing before being allowed to compete.

6.7 There will be a mandatory meeting of all drivers competing in a NEMA Competition Event, approximately fifteen (15) minutes prior to the running of the Track's first heat race of the

program. Exact time and place for such meetings will be determined by NEMA officials during the warm-up session. It will be the responsibility of each individual driver to attend said meetings.

6.8 All drivers must utilize the one-way radio communication system provided to them by their owners, for communication from a selected NEMA Official only. Radios are mandatory at all times, even during practice.

ARTICLE VII

TECHNICAL REQUIREMENTS

7.1 All cars must arrive at the track in good mechanical condition and be of good appearance. Any car, which in the opinion of the Contest Board and/or an authorized representative is not in good condition or deemed not to be in the spirit of the rulebook, will not be allowed to run. The Contest Board Shall be held to give adequate reasons for this decision.

7.2 At the discretion of the Contest Board or its representative, cars may be required to pass a technical inspection by the Contest Board or authorized representative prior to the first race. Any car registered during the racing season may be required to be inspected before it will be allowed to be raced. Any car at any time that shows either non-conforming applications of NEMA rules or unsafe workmanship shall be barred from competition until such faults are corrected. The decision of the board is final. Car owners are solely responsible for the building and maintaining of a safe racecar. At the conclusion of every NEMA Competition Event, all cars finishing first, second, and third must report directly to a technical inspection. The place for said inspection will be announced at the mandatory drivers meeting required by Rule 6.7. It will be the responsibility of the car owner and the driver to ensure that the car is presented for inspection immediately after the conclusion of the feature event. Non-compliance will result in forfeiture of the purse earned. These inspections, under certain circumstances, may be waived by the NEMA Officials.

7.3 Each registered car will be required to have in their individual pit area a readily accessible, working fire extinguisher, minimum 5 lb. capacity, dry chemical or CO2 recommended.

7.4 NEMA strongly recommends that the following parts have non-destructive visual inspection by magnetic particle dye penetrant examination. These tests should indicate that the individual parts are in satisfactory condition for their intended use. Use of a tested part indicates that the owner is responsible for the use. If tested, owners should retain copies of the testing certificates.

- a. Steering box including steering wheel hub
- b. Spindles, hubs and steering arms
- c. King pins or ball joints

d. All heim ends or tie rod ends in front suspension and steering

e. Front axle and/of suspension control arms

7.5 A roll cage manufactured before 1/1/2000 is required and must be made of an approved design. For roll cages constructed after 1/1/2000, the cage shall be of quality material (SAE4130) of a minimum 1 1/4 inch diameter and .093 wall thickness. A roll cage manufactured after 1/1/2008 shall be of quality material (SAE 4130) of 1 3/8 inch diameter and .093 wall thickness. All cages must be constructed in such a way that the drivers helmet does not protrude in any manner through the top of the cage.

a. Each car must have a front bumper, rear bumper, right side nerf bar and left side nerf bar. The bumper and nerf bars must be constructed of SAE4130 or equivalent tubing with a minimum O.D. of 3/4 inch and having a wall thickness of minimum .065 inch and a maximum wall thickness of .120 inch. No ballast is allowed in the bumper tubing, nerf tubing or chassis tubing.

b. NEMA Lite Car Construction Rule: No titanium parts, components, or bolts of any kind allowed on any NEMA Lite competition vehicle.

7.6 Car weights(minus 1% scale error) will be as follows:

a. 145-166 c.i. VW engine cars (including cleanup) must weigh a minimum of 1025 lbs.(with a 12" wheel)

b. 167-174 c.i. VW engine cars (including cleanup) must weigh a minimum of 1075 lbs.(with a 12" wheel)

c. 166 c.i. and smaller in-line engine cars must weigh a minimum of 1100 lbs.

d. 167-174 c.i. in-line engine cars must weigh a minimum of 1125 lbs.

e. 161 c.i. SOHC, 2 valve per cylinder alloy block and cylinder head XT/Tall head Esslinger engine cars must weigh a minimum of 1150 lbs.

f. 155 c.i. SOHC, 2 valve per cylinder alloy block and cylinder head Esslinger engine cars and 161 c.i. SOHC 2 valve per cylinder Esslinger ST/Short Deck Head engine cars, must weigh a minimum of 1100 lbs.

g. 145 c.i. DOHC, 4 valve per cylinder cars must weigh a minimum of 1100 lbs.

h. 167-174 c.i. VW engine cars must weigh a minimum of 1075 lbs.

f. 155 c.i. SOHC, 2 valve per cylinder alloy block and cylinder head Esslinger engine cars and 161 c.i. SOHC 2 valve per cylinder Esslinger ST/Short Deck Head engine cars, must weigh a minimum of 1100 lbs.

i. All cars with engines allowed pursuant to Rule 7.9(m) must weigh a minimum of 1075 lbs. Maximum weight for any car, regardless of engine, is 1425 lbs.

j. All NEMA Lite cars competing in a Competition Event will weigh a minimum of 1,160 pounds including the driver & driver's gear.

k. No car may have more than 60% left side weight (allowing 1% scale error) as it comes off the track after the Feature Event.

Note: Maximum weight for any car, regardless of engine, is 1425 lbs. Car weight may be determined on the NEMA scales *including* the driver, as the car comes off the track in gear immediately after the finish of the Feature Race. If the car is weighed without the driver, the minimum weight of the car can be no less than 175 lbs. more than the weight allowed by Rules 7.6 and 7.9m. for that specific engine.

7.7 Any engine or chassis not now running with NEMA shall be submitted to the Contest Board/Technical Committee for evaluation before being allowed to compete.

7.8 (a) A quick-release type safety belt is required. The belt is to be 3" nylon, securely attached to the frame of the car. All cars must also have an approved over-the-shoulder harness and a crotch (submarine) belt attached to the frame. All belts must be dated by the manufacturer and must be not more than 2 years old. They must also be labeled with SFI Foundation specification 16.1 or 16.5.

(b) All drivers participating in any NEMA Competition Event must wear a head and neck restraint, such as a Hans or Hybrid devices, with a minimum rating of SFI Foundation Spec. 38.1. A neck collar is not considered a head restraint. The driver will use the belts, harness and arm restraints at all times the car is driven.

7.9 The Contest Board will have the right to measure engines for cubic inch limits at random with no protest fee. For the sake of measuring the engine for cubic inch limits, there will be an allowance of 2% of the total allowable cubic inches for a clean-up bore. Engine specifications are as follows:

- a. Double overhead cam engines--124 c.i.
- b. Single overhead cam engines--140 c.i.
- c. Single overhead cam engines (with cast iron head or block)--155 c.i.
- d. VW engines and VW type engines--174 c.i.
- e. SESCO pancake 4 cycle opposed engines--156 c.i.
- f. Any push rod, 4 cylinder, water-cooled in-line iron block with any head--185 c.i.
- g. Any push rod, 4 cylinder, water-cooled in-line iron block with a compatible iron head--195 c.i.
- h. Single overhead cam, 2 valves per cylinder alloy block and cylinder head, Esslinger Engines only--161 c.i.
- i. Push rod alloy component engines (Gaerte Chevy/Ford), head and/or block, water cooled--174 c.i.
- j. Cosworth Ford engines allowed--140 c.i.
- k. Mazda rotary type or Wankle engines not allowed
- l. Mopar engines allowed --166 c.i., wedged cylinder head. Hemi cylinder heads are not allowed.

m. Any mass-produced engine installed on a production line in an automobile or a light truck falling within the following cubic inch displacements and crankshaft limitations with the cylinder head and block assembly that were mated at the time of production:

(1) DOHC, 4 Valves per cylinder--145 c.i.

(2) SOHC, 2 Valves per cylinder--175 c.i.

(3) Push rod, 2 Valve per cylinder--195 c.i.

Aftermarket crankshafts will be allowed. After market connecting rods will be allowed.

Minimum weight limit: 900 lbs. All other car specs will conform to NEMA rules.

n. No two (2) cycle engines allowed.

o. No Scat VW type, water-cooled engines allowed.

p. No supercharges or turbochargers allowed.

q. No reverse rotation engines allowed.

r. No titanium crankshafts allowed. As of January 2013, titanium connecting rods will no longer be allowed.

s. Chevy V4:iron block, aluminum head--185 c.i.; aluminum block cut from Chevy V8--175 c.i.

t. Chevy V6:Iron Block, aluminum head--185 c.i.; aluminum block--175 c.i.

u. Crankcase venting into the exhaust will be allowed with the use of an anti-backfire valve in the venting line.

v. RPM limit shall be set by the rev limiter in the ignition box. The following limits have been set :

- Esslinger/SOHC engines - 9500 rpm

- DOHC engines - 9100 rpm

- VW engines - 8100 rpm

- Pushrod engines - (166ci) - 8400 rpm

- Pushrod engines (174ci) - 7800 rpm

The technical inspector may inspect compliance with this rule at any time during a NEMA Competition Event.

w. The downdraft style Esslinger head will not be allowed (e.g., exhaust exiting on lower left side)

x. Chevy 2.4 Ecotec is allowed in competition - NEMA competitors only (no Lites).

y. NEMA Lite Engine Rules: Ford Focus engine limited to the SCREAM engine.

z. Quad 4 engines must follow the Whip City Speedway engine rules and may only compete with the NEMA Lites.

7.10 Any rule changes affecting a decrease in the cubic inch limits of an engine will require a one year waiting period before its effective date. Notwithstanding Rule 2.9 above, any changes in car specifications must be made prior to December 31 to be effective in the following season. Also, any clarifications made by the contest board are effective immediately.

7.11 A firewall between the driver and the engine compartment must be approved. It shall be made of steel heavier than 22 gauge, or of aluminum/magnesium/carbon fiber heavier than 1/16

inch. The motor plate must be made of aluminum, magnesium or steel heavier than ¼ inch and may not be made from carbon fiber or other composite materials.

7.12 Seat construction must be of aluminum or steel only and must be full containment construction by January 1, 2011.

7.13 A conventional tail tank, fuel cell and the fuel contained must be carried no more than 1 inch offset to the centerline of the chassis and rear end and be located behind the driver. All cars must be equipped with a fuel cell and tail tank meeting the requirements of NEMA and SFI Specifications 28.2. Tail tanks must be 2 pieces maximum (plastic shell and bladder) and may not contain any aluminum, fiberglass, carbon fiber or carbon/Kevlar material. The bladder must be able to hold at least 18 gallons of fuel.

- a. The conventional tail tank shape cannot be modified unless utilized to fit on a car built before 1998 and must be of one-piece construction. Spill plates, skirts or air deflectors may not be attached or used to aerodynamically enhance the tail tank.
- b. Any tail tank surface that is modified to provide access for the fuel cell must, when covering this opening, maintain the same shape as the original tank. Any cover used must be securely bolted around its entire perimeter.
- c. Fuel pumps may be installed in the tank, so long as there is a visible shut off switch accessible by safety crew members from the outside of the car.

7.14 Wheelbase shall not be less than 68" and shall not be greater than 76". Minimum ground clearance is one (1) inch at all times during a NEMA Competition Event, measured without the driver, after the Feature Event and with the weight jacker (if applicable) in a fully lowered position.

7.15 Maximum width front end and rear end is 65inches (65").

7.16 Maximum wheel size shall not exceed thirteen inches (13") in diameter, and eight (8") wide at the point where the tire bead sits on the wheel.

a. 2010's 1 year trial will be extended thru 2011, all NEMA competition vehicles must run a 10" right rear wheel. In an attempt to economically assist certain vehicles, the Board will grant the ability to run a 12" wheel, at their discretion, based on the following criteria:

1. The competition vehicle must be in excess of 50 lbs of the minimum allowed weight as stated in the rulebook with 3 gallons of fuel.
2. The competition vehicle has displayed, in its previous outings, a need for the competitive benefit of a 12" wheel.

The Contest Board holds the right, at any time, to revoke this privilege based upon substantial changes to the above criteria. Footnote: Once approved for the wheel, it is not the Contest Board's intent to take it away .

- b. A tire not to exceed fifteen inches (15') at the bulge will be allowed.
- c. VW and VW type air-cooled engine cars at or less than 151 c.i. will be allowed a twelve-inch (12") right rear wheel, and a ten inch (10") left rear wheel. Remains in effect for 2011.
- d. Iron engines will be allowed a twelve-inch (12") right rear wheel and a ten-inch (10") left rear wheel. Remains in effect for 2011.
- e. 166 c.i. VW engine cars will be allowed a twelve-inch (12") right rear wheel and an eight-inch (8") left rear wheel. Remains in effect for 2011.
- f. Direct mount or spindle mount wheels will not be allowed on the right front.
- g. Each team will be allowed to use up to 2 new tires at each competition event. Those 2 tires must be brought to a technical inspection area by each team at the beginning of each night to be stamped. All other tires used throughout the night must be clearly used, - meaning that there is no evidence of a center line, mold marks, and would be commonly recognized by any technical board member as a "used" tire. The intent of this rule is to save club members money. Any club members thought to be or found to be acting outside of the intent of this rule will be penalized via loss of points, prize money, and/or suspension. (No new or sticker tire shall be allowed for the Feature event. If a car chooses to use a new or sticker tire, the starting position is forfeited and the car must start at the rear of the field for the Feature event.)
- h. NEMA Lite Tire Rule: Only one new right rear tire per night, and one new tire on any other corner of the car may be used. Any Lite car that would like to run a 12" wheel, must submit a request to the Contest Board under the same guidelines as Rule 7.16a
- i. NEMA Lite Wheel Width Rule: "Combo" Cars (left hand steer, chassis kick more than 26.5" from the motor plate) are defined as having a coil over front suspension and cross torsion bar rear suspension may have 12" or 10" RR wheel. All other Lite cars: 10" RR wheel allowed.

7.17 The crankshaft and center section centerline of the rear end can be offset no more than one inch (1") from the chassis centerline. The engine and the rear end center section must be moved in the same direction, with the crankshaft, driveshaft, and rear end lower shaft all being in a straight line. Only torque tube type drivelines, utilizing only one u-joint, will be allowed. The driveshaft must connect via an OEM (Winters, Halibrand) internal or external coupler into the center of the rear end housing, and run from that coupler into a female yoke connected to the crankshaft. The rear end gear assembly must be of conventional design with only one set of spur gears located behind the ring and pinion. Spherical driveshafts will be allowed.

7.18 a. Rear end offset of three inches (3") measured from the centerline of the rear end center section to the inside of the wheel flanges (bead seats), six inches (6") overall will be allowed.. Clear access must be made available to measure offset--readily removable body panels or access holes at least three inches (3") in diameter must be present and provide straight-line access

between the measuring points.

b. Any in line push rod engine will be allowed 6.5" of rear offset.

c. NEMA Lite Quad 4 Offset Rule: Any Quad 4 powered vehicle competing in a NEMA Lite Competition Event will be allowed 7" of rear offset.

d. A front end offset of 11" overall will be allowed.

7.19 Front and rear axle material for axle construction is restricted to:

a. The front axle must be made out of one, continuous piece of steel tubing from kingpin to kingpin – any deviation to this will be considered independent suspension (i.e., u-joint or split style front axles). Independent front suspension is not allowed. Manually adjustable caster/camber front axles are allowed.

b. Rear axles must be steel or aluminum. No ultra-light rear axles will be allowed in NEMA Competition after January 1, 2010.

7.20 Use of open drive shafts is not allowed.

7.21 Water cooled engines cannot exceed forty-five (45) degrees layover, measured from the vertical centerline of the engine.

7.22 Four wheel hydraulic brakes are required to be in operating condition. Carbon fiber brake rotors are not allowed.

7.23 A declutching device (in and out of gear), must be present and in good working order.

7.24 A fuel shut off valve must be located in an easily visible and easily accessible by the driver. A second fuel shut off valve, visually and readily accessible, is required to be installed in the fuel feed line between the tank and the engine in an area of open access on either side of the car.

7.25 An approved quick-release steering wheel hub mechanism is required.

7.26 A switch or cut-off button to stop the engine must be located in a place easily accessible to the driver.

7.27 Throttle linkage must have a minimum of two (2) return springs independently attached to the throttle linkage at separate locations.

7.28 Exhaust pipes must extend to the rear beyond the cockpit or to the rear wheel and facing out and away from the driver. All cars must be equipped with a muffler. Exhaust decibel level must not exceed 118 db as measured by NEMA equipment.

7.29 The use of wings or airfoils is required. Wings will be restricted to a single plane wing or airfoil in a fixed position firmly attached. Wings shall be individually approved by the Contest Board. Wing angle may be a minimum of 14 degrees to a maximum of 25 degrees (tolerance of 1degree), measured by putting a straight edge from the leading edge of the wing to the front of the wicker bill.

NEMA Lite Wing Angle Rule: Wing angle not to exceed 15 degrees on any NEMA Lite competition vehicle. Margin

of error is + or – one degree (1).

7.30 Maximum size for wings is 48" front to back X 44" side to side. Right upright 52" long X 18" high, left upright 52" long x 24" high.

7.31 Full underpans are required. These shall extend from just behind the front axle to just ahead of the rear axle. There shall be no holes in the bottom of the underpan, and a liner of oil absorbent material is recommended.

7.32 No fuel additives allowed. Methanol only to be induced into the combustion chamber. Fuel must exhibit all characteristics of pure methanol. Any fuel which develops discoloration after a water test will be deemed illegal. If the car owner requests laboratory testing of a fuel sample failing the water test and the sample is deemed pure methanol, NEMA shall be responsible for the cost of the laboratory test. If the sample is deemed anything other than pure methanol, the car owner requesting the test shall be responsible for the cost of the test. The RaceTek quad-4 engine cars may use ethanol.

7.33 Liquid cooled engines may use any liquid for coolant except Ethylene Glycol or its derivatives.

7.34 Liquid cooled cars must be equipped with a catch tank to receive any liquid pushed out of the radiator. Cars spilling liquid on the track will be given the black flag.

7.35 Rear view mirrors are not allowed.

7.36 Radiator overflow piped into the exhaust is not allowed. Radiators must be mounted in a safe fashion and approved by the NEMA technical inspector. Radiators may not be mounted on the nerf bar of the car and must be affixed solidly to at least one of the main frame rails of the chassis.

7.37 Issue of computers:

a. A maximum of one cockpit adjustable suspension component will be allowed (including but not limited to shocks, sway bars, springs, roll bars, pan head bars, ladders and any adjustments that can affect chassis handling). No radio or electronic remote adjustment devices will be allowed. Gas shocks will not be allowed after January 2013. NEMA Lite Shock Rule: No gas charged shocks allowed. Only one adjustable shock allowed on any corner of the car. This shock may be cockpit adjustable.

b. Electronic fuel injection is not allowed. Sealed electromotive based Electronic Fuel Injection (EFI) system will be allowed only in conjunction with the following engine, at this time.

Esslinger ST engine with the following technical specifications:

- 161 cubic inches
- 9400 rpm limit
- Steel billet crank
- Steel billet connecting rods

- 4 Tower CNC ported “Arca” cylinder heads
- 31cc combustion chambers
- Camshaft - Esslinger part# 2230 steel billet camshaft
.655 lift/393.5 duration @ .050 lift
- 2.020 stainless intake valves
- 1.600 stainless exhaust valves
- Steel valve spring retainers
- 3 stage dry sump oil pump
- Electromotive TECS ECU(Tamper Proof - cannot be modified by anyone outside of the factory, cannot be accessed by a traditional PC) - Esslinger Engineering will provide each racing series with a brand new, pre-programmed ignition system. If at any time, they feel the need to swap out a competitor’s ignition system, they will have the ability to do so.
- Throttle position sensor
- Barometric pressure sensor
- Water Temp Sensor
- Mechanical fuel pump

All engines will be sealed with NASCAR, NEMA and IRL approved seals to prevent tampering with: the Crankshaft, Connecting Rods, Camshaft and Cylinder Head.

All engines will be dyno tested prior to shipping- and will not ever exceed 335HP. Dyno sheets for each individual engine will be provided to the racing series upon request.

c. Electronic chassis controls are not allowed.

d. Onboard computers are not allowed, except that the RaceTek quad-4 engine may utilize a stock engine computer with RaceTek modifications.

e. Electronic ignitions will be allowed if approved prior to use; approved systems are:

- 1. Electromotive Ignition System part # 015-1XIV10 (4 cylinder application).
- 2. Electromotive Ignition System part # 015-11610 (6 cylinder application).
- 3. MSD System part # 62XIV and #6420
- 4. Gaerte Engines battery system #2000 (cam drive) and #2001 (belt drive), manufactured by Hank Start Racing Ignition Systems.

f. Any present or future electronic ignition systems or telltale tachs must be presented to the Contest Board for approval.

-1 The Mychron style telltale computer will be legal provided that it only monitors RPM and lap times.

-2 Tachometers may have no more than 2 wires and may only record engine rpm.

g. Radio communication between driver and crew is not allowed.

(h) All NEMA approved ignition control devices shall be installed and maintained in stock condition (from a NEMA approved OEM manufacturer – i.e.: MSD, Electromotive, etc.) and may not be modified or altered in any way. The ignition system shall have no means of logging and storing data (except for the ignition curve/graph setting). The sole function will be to control the ignition timing and maximum rpm as defined in Rule 7.9(w) *. In addition, no devices (mechanical or computerized) will be allowed anywhere on/around or near the competition vehicle that provide any type of traction control benefit and any connections to the ignition control device such as reference sensors or wires that are within the driver's reach shall be made semi permanent **.

The penalty associated with violating the aforementioned rule will be A) loss of points for the event B) loss of points for the season C) fine or suspension to be determined by the NEMA competition board or D) a combination of A, B, and/or C.

If an alternative curve/setting is utilized the ignition timing for that curve/setting must be exactly the same as the primary curve/setting.

At the NEMA technical inspector's discretion any ignition box or settings can be inspected at any time.

* Controlling the ignition timing, as decided by the contest board, shall mean each ignition box may utilize only 3 points of adjustment – in the MSD ignition box defined as only having 4 total “dots”, including the beginning and ending “dots”, on the MSD Graph View plot. The beginning and ending dots must remain at the stock RPM setting – 800 and 15,000 respectively. The points between the adjustments must be connected by a straight line with no interruptions or spikes between the points.

** Semi permanent shall mean either tape or some form of non-conducting tie strap. All wiring and/or connections in or within the cockpit area must also be completely sealed – (for example, wrapped in tape, enclosed in wire loom, etc.)

7.39 On-board fire extinguishers are strongly recommended.

7.40 If during the days events, a car flips or rolls over so that it rests on its side or top, it CANNOT be allowed to compete further in that days events until inspected and deemed safe to continue by the Contest Board. NOTE: If during the feature event, a car flips or rolls over so that

it rests on its side or top, it WILL NOT BE ALLOWED to re-enter the event.

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

- a. Spill plates (vertical panels on hood, nose pieces and other body parts) that restrict airflow over the sides of the body are not allowed.
- b. Ground effect enhancement is not allowed. Any body panels that tend to restrict or increase air flow under the car will not be allowed.
- c. Belly pans are not to be extended beyond the outer edge of the frame rails.

7.42 Any welded titanium suspension parts are prohibited. Welded aluminum Jacobs ladders (Watts linkage) may be utilized. The use of carbon fiber or other composite material as a structural component or suspension component is not allowed. Carbon fiber torque tubes are prohibited. 3/8 inch heims on any part that attaches the front or rear axle assembly to the frame are not permitted. Cockpit side panels must facilitate easy entrance or exit from at least one side of the car, as determined by the tech committee.

7.43 Sail panels between the rear cage upright and brace are allowed. Sail panels may not extend past the structural rear downtube. Regardless of roll cage construction, sail panels may not extend rearward past a vertical line from the most rearward torsion tube.

7.44 Any vehicle deemed to be not in the “spirit” of the NEMA rulebook and competition guidelines may be suspended from NEMA Competition and/or penalized at the discretion of the Technical Committee.

ARTICLE VIII

FLAGS

8.1 NEMA Officials will use flags as outlined in this Article to provide drivers with information during NEMA Competition Events. At tracks where there are proper lights in the turns they will be use in conjunction with the flags and will have the same meaning. In case of mechanical failure or dispute the flag shall be the official instruction.

8.2 The GREEN flag will start the race or indicate a clear course. No race will start until the green flag is displayed. On original starts, cars must hold their position until they pass the starting line.

8.3 The PASSING flag (blue with yellow diagonal stripe) will be used to warn a driver that he/she is about to be lapped. Cars that are being lapped are to hold their line and allow the lapping car to proceed. Any car running slow, or deliberately getting in the way of lapping cars

will be black-flagged.

8.4 The BLACK flag is the consultation or disqualification flag. When the black flag is given it must be obeyed immediately. The DRIVER receiving the black flag must have pulled off the track in not more than two (2) laps. The black flag will not be given on the last lap.

8.5 The YELLOW flag is the caution flag. After receiving the yellow flag, all cars will hold their positions, the outside car giving ground to the inside car, at a reduced speed, closing in to 20 feet apart to await a restart. After a driver has been given a yellow flag, he shall do no passing until he receives the green flag. Any car gaining positions under yellow flag conditions shall be penalized two (2) positions for each position he gained, subject to the scorer's discretion.

8.6 THE RED FLAG MEANS STOP! The red flag is used, if in the opinion of the starter, the race conditions are unsafe to continue the race. The cars must stop immediately, making sure there is a clear path for the ambulance and the crash vehicles and other service vehicles. When the red flag is dropped, the scoring automatically goes back to the last lap run under the green flag.

8.7 The WHITE flag means one (1) lap remaining in the race.

8.8 The CHECKERED flag means the race is completed. After the leader has received the checkered flag, the race cannot continue for more than two (2) laps, at which time the red flag must be dropped on the remainder of the field of cars and the cars shall be paid off on the number of laps completed.

ARTICLE IX

COMPETITION STARTS

9.1 All starts are double file starts - the car starting in the first position ("Pole") is the lead car. All cars started in any event must cross the start line two (2) times in order for the first lap to be completed. The only exception shall be for a car that has pulled out for a mechanical failure.

9.2 Cars will be pushed off at the start of the races according to starting positions as determined by the NEMA Officials. If a car stops, it has no more than three laps from the time the last car is pushed off to restart or it is declared out of the NEMA Competition Event. There will be alternate starters in the feature only and only at the handicapper's decision.

9.2A Any car being pushed off for the start of the race shall be given no more than 5 laps to find his spot. Any driver lagging behind to conserve fuel or passing the lap car or pole car shall relinquish his or her position and will be placed in the rear of the field.

9.3 In the event of a drop-out during lining up, the cars in the same line as the drop-out shall move up to fill the empty spot.

9.4 Passing shall be allowed when the green flag drops on all starts and starts shall be off the fourth turn, strictly enforced.

9.5 All qualifying events are inverted starts by handicap or handicapper's discretion. If there will be any change in the qualifying procedure not using the handicap system, all car owners will be notified two weeks in advance.

9.6 Feature events are according to the number of qualifiers, at the handicapper's discretion and after evaluation of the competitors. Qualifiers through the consi will start in the rear of the heat qualifiers by assignment.

9.7 Any car that delays the start of the race or pulls into the pits after the start of hot-laps will start in the rear.

9.8 Prior to the start of a race, scuffing of tires will be allowed only when the racecars are lined up in single file order. The race director will give the ok to all drivers via the one-way radio.

9.9 Two provisional starting spots for cars that did not make it into a transfer spot for the Feature will be the two highest in owner Championship points. For the fist three NEMA Competition Events of a season, applicable Championship points shall be those of the preceding year. After the first three NEMA Competition Events of a season are complete, current season owner Championship points shall be used.

ARTICLE X

COMPETITION RE-STARTS

10.1 First lap accidents or spinouts cause a complete re-start and all cars must return to their original starting positions. Any car requiring assistance to restart will start at the rear of the pack. **TO THE REAR OF THE PACK** is to the rear of the cars that were running in the leading lap.

10.2 All re-starts shall be double file, except for those in the last five (5) laps of the feature event. The starter and/or race director shall revert to single file re-starts if, at their discretion, conditions warrant.

10.3 On re-starts subsequent to the first lap, all cars will hold their position until the green flag is dropped. The re-start positions will be those held in the last completed lap under the green flag, lined up as they passed the starting line. Those cars involved in an accident shall go to the rear of the field.

10.4 If 75% of the race is completed under green flag conditions when the red flag is dropped, it may be declared a competition event. Those cars causing the red flag shall be paid for the last positions of the number of laps they have completed.

10.5 In the case of a spinout or other mishap, which might cause a car to stop on the track during the course of a race, the driver shall make every attempt to remove the car from the track

immediately.

10.6 A maximum of two (2) spinouts will be allowed for each car in the feature event. It will be the driver's responsibility to refuse to be restarted after the maximum spinouts.

10.7 When a race is stopped on account of an accident:

- a. Repair and/or tire changes may be made to any car, whether involved in the accident or not. However, any car making repairs and/or tire changes must be re-started at the rear of the pack.
- b. No repairs of any kind shall be made on the track. The car must return to the pit area or infield, where applicable, to make repairs.
- c. It shall be the responsibility of the driver to re-start in the assigned re-start position.
- d. Repairs shall not be meant to include draining of radiator overflow catch tanks, which may be done at any time the race is stopped.
- e. In the event of several penalized cars, they shall re-start in the same relative order they were running before the penalty. Scorer's decision is final.

10.8 A car stopped for consultation by an official shall be returned to its pre-consultation position. Any car requiring assistance in re-starting for any reason, other than being stopped by a NEMA or a track official, must start at the rear of the pack.

10.9 A car may be pushed a maximum of two (2) laps. If the car is not progressing under its own power by this time, it will return to the pit area or infield, which ever is available.

10.10 There shall be no fast laps at any time except during authorized warm-up periods under the direction of the starter and during racing conditions themselves.

10.11 A policy will be in place to determine at each individual event the maximum amount of caution laps to be completed before the red flag is shown to allow for refueling.

ARTICLE XI

POINTS

11.1 A points fund equal to a percentage of the total race gross purse will be established. This points fund will be paid out entirely each year at the end of the season to the top fifteen (15) finishers in the championship point standings of car owners. The value of a point will be determined by dividing the total point fund by the sum of the total number of points earned by the top fifteen (15) finishers.

11.2 Points will be kept for :

- a. Championship
- b. Bonus
- c. Handicap

11.3 Equal CHAMPIONSHIP POINTS will be awarded to all current member car owners and member drivers for each NEMA Competition Event in which they have competed.

Championship point accumulations will not be retroactively applied for non-members. Any member car owner and member driver starting a heat race will receive ten (10) championship points, regardless of finishing position. No championship points will be awarded for semi-feature or consi events. Championship points will include any bonus points received by the member car owners or member drivers. Each owner will be allowed to change a maximum of one chassis per season without affecting car owner or driver Championship points due to catastrophic failure that does not allow the chassis to compete again in the current season, however, a chassis change request must be forwarded in writing to Contest Board for approval. A NEMA inspection sticker will identify each chassis.

11.4 NEMA Officials may award BONUS points to current member car owners and member drivers as an incentive or to offset an unusual (travel & motel) expenses without altering the purse structure, provided reasonable notice is given to all members. All cars and drivers collecting at least the minimum payoff at the first NEMA Competition Event of the season will automatically receive fifty (50) Bonus Points. All cars and drivers collecting at least the minimum payoff for a two (2) day Competition Event will receive fifty (50) Bonus Points. All car owners will receive an extra 50 bonus points for tracks ½ mile or greater.

11.5 The CHAMPIONSHIP POINT SCHEDULE is as follows:

POSITION	25 LAPS	26-49 LAPS	50+LAP
1	100	125	150
2	88	109	132
3	78	98	117
4	70	88	105
5	62	78	93
POSITION	25-LAPS	26-49 LAPS	50+LAPS
6	56	70	84
7	50	63	75
8	44	55	66
9	40	50	60
10	36	45	54
POSITION	25-LAPS	26-49 LAPS	50+LAPS
11	32	40	48
12	28	35	42

13	24	30	36
14	22	28	33
15	20	25	30
POSITION	25-LAPS	26-49 LAPS	50+LAPS
16	18	23	27
17	16	20	24
18	14	18	21
19	12	15	18
20	10	13	15
POSITION	25-LAPS	26-49 LAPS	50+LAPS
21	8	10	12
22	6	8	9
23	4	5	6
24	2	3	3
25-30	2	2	3
31-on	1	2	3

11.6 HANDICAP points are kept in a separate register for all CAR OWNERS, and are derived only from the finishing position the car obtains in a NEMA competition Event. The HANDICAP POINT AVERAGE, used as a guide for the line-up for events, is the average of the championship points earned by the car owner for the last five (5) NEMA Competition Events attended as a NEMA member. There will be no grace period - registered cars that fail to attend a NEMA Competition Event will be credited with a win for handicap purposes. No Handicap points will be awarded to non-member cars. Such point will be determined without regard to the season in which such points were earned. The handicapper shall use such handicap points to determine the starting line-up for all feature events, subject to the discretion allowed the Handicapper and Contest Board by the rules. Cars with no points or handicap will start in the rear. The previous event's feature winner will start in the high point position regardless of handicap average. When more than six (6) cars which have not run at least 20% of the seasons Competition Events to date, come to support an increased purse event, NEMA may offer the promoter the option to draw for the feature starting positions. If a car does not qualify for the feature event but attempted to compete in the NEMA Competition Event, zero (0) points will be included for handicap purposes. All cars will be handicapped on an equal basis without consideration of make of engine. Any car, which does not compete for a full season, will lose its handicap and will be treated as if it were a new car, if it returns. When a NEMA registered car is absent from a scheduled event during the course of a season said car will be credited with a win for handicap purposes.

11.7 Upon arrival at the NEMA Competition Event, all owners and drivers will be required to register with the handicapper or designated person to establish their intent to compete, or forfeit their handicap for that event. Handicap Points for all cars will be posted prior to qualifying events. To clarify, any owner or driver (or their designee) failing to register/sign-in with the designated official shall also forfeit all points for that event (appearance, bonus, heat and feature

11.8 In a NEMA Competition Event that is lined up for "Progressive Heats" and Feature, heat points will be given only for the event in which the car qualifies for the Feature, plus any points earned in the feature.

11.9 There will be no points given for match or special races used to fill the show.

11.10 In the event the show is rained out during the rain-check period or during warm-ups, it shall be declared no contest and no points shall be awarded. There will be no pay-off or club sponsored travel allowances.

11.11 Pay-off. Each car owner attempting to compete in a NEMA sanctioned event shall receive a minimum of 1% of the gross purse supplied for that event. All such car owners shall receive their earned portion of the purse distribution by NEMA checks within 5 days of the event.

11.11 A Pay-off. On races that are deemed long travel or 2 day shows, each car owner attempting to compete in a NEMA sanctioned event shall receive a minimum of 2% of the gross purse supplied for that event. All such car owners shall receive their earned portion of the purse distribution by NEMA checks within 5 days of the event.

11.12 Any qualified car may be driven by any eligible driver. The car qualifies for the position, not the driver. A driver may drive as many cars as he/she wishes during the events of the day. However he/she shall receive points only for the car he/she drives at the start of the feature. In the event of a substitution of a driver, the driver will retain the points earned for the Competition Event, regardless of car driven OR in the event of a change of drivers during the feature (red flag conditions), the car will re-start at the rear of the pack and the original driver will get all the points the car earns in the race.

11.13 A qualified car, not driven by the qualifying driver must start at rear of the pack.

11.14 NEMA registered cars and drivers competing in co-sanctioned events, will be awarded championship points for their finishing positions as regards NEMA cars ONLY. Any positions held by members of the co-sanctioning club or other clubs shall be disregarded in determining NEMA's finishing positions. However, for pay-off purposes, the competitors will receive the monies for the positions designated by the combined , official finish. Should a NEMA registered driver compete in a car with no NEMA affiliation, he/she shall receive NEMA driver points for the position recorded at the official finish.

11.15 All member owners and drivers attempting to compete in a NEMA sanctioned event will

receive twenty (20) bonus points as an appearance award.

11.16 A separate point system and "B" division will be established for the Ed Wilson Quad-4 cars when four (4) or more of these cars participate in regular competition.

ARTICLE XII

PENALTY GUIDELINES

12.1 Procedure. Any act or omission, which would constitute a violation of any of the NEMA Rules that is brought to the attention of the NEMA Officials, if determined by the NEMA Officials to be severe enough to warrant the imposition of a penalty, shall be presented in writing to the NEMA Officials, along with a recommendation for the penalty. The NEMA Officials shall then gather any additional information they deem relevant. After consultation with the Contest Board, and absent any information contradicting the initial report, the NEMA Officials shall impose a penalty. The member shall be notified by certified mail of the violation and penalty, including a brief statement of the facts upon which the NEMA Officials made their decision.

12.2 Any violation of the NEMA Rules is punishable by disqualification, suspension, fines and/or loss of points. While the specific penalty shall be assessed in light of the facts surrounding the violation, NEMA Officials shall use the following guidelines when imposing any penalty, but may assess a greater or lesser penalty, depending on the gravity of the violation and considering whether it is a repeat offense.

a. Any member found to have engaged or encouraged others to engage in conduct deemed by the NEMA Officials to be detrimental to midget racing or NEMA generally: Minimum \$50.00 fine and/or suspension from competing and/or loss of Championship points.

b. Any member allowing a non-member use of his/her membership card: Minimum \$10.00 fine.

c. Any member found to have signed a NEMA application or release form for someone else: Minimum \$1.00 fine.

d. Any member found to have threatened to cause or have caused bodily harm to a NEMA Official: Minimum \$100.00 fine and/or suspension and/or loss of Championship Points.

e. Any member found to have consumed alcoholic beverages or narcotics during a NEMA Competition Event: SEE APPENDIX A.

f. Any member found to have engaged in fighting or other form of disorderly conduct during a NEMA Competition Event: Minimum \$100.00 fine and/or suspension.

g. Any driver failing to obey the flag rules, excluding the black flag: Fine and/or lap penalty.

h. Any driver failing to obey the black flag: Minimum three (3) race suspension.

i. Any driver found to have "jumped the start" of any NEMA Competition Event: Loss of two (2)

positions for each one (1) gained during the event. For the polesitter, the penalty shall be being put to the rear of the field (after one warning by a authorized NEMA Official).

j. Any driver failing to remove his/her racecar from the track after being involved in an accident: Three (3) race suspension.

k. Any driver attempting to re-start his/her car after two (2) unsuccessful attempts: Disqualification from the NEMA Competition Event.

l. Any driver found to have taken fast laps during a warm-up period, unless so instructed by the Flagger: Start last in the feature and/or \$25.00 fine.

m. Any violation of Rule 3.1(insurance), 7.3, 7.4, or 7.29 (mufflers): Warning (1st offense), \$25.00 fine and/or loss of Championship Points (2nd offense), and disqualification from the NEMA Competition Event (3rd offense).

n. Any car making repairs on the track: Disqualification from the NEMA Competition Event.

o. Any driver re-starting a NEMA Competition Event out of his/her assigned position: Disqualification from the NEMA Competition Event.

p. Any car found in violation of technical rules described in article 7: Disqualification from the NEMA Competition Event. Said disqualification will include forfeiture of championship Points for the feature event, car and driver both, and loss of pay-off.

q. Any driver failing to attend the mandatory drivers meeting required by rule 6.7, if qualified to compete in the feature event, shall start last in the line-up for that event, regardless of previously determined starting position. Dispensation for valid reasons may be applied for by petitioning the NEMA Officials prior to commencement of the meeting.

r. Any car failing to report to the post race technical inspection as required by rule 7.2: Disqualification from the NEMA Competition Event, car and driver both.

12.3 Fines. All fines associated with any penalty levied by the NEMA Officials shall be paid within thirty (30) days from the date of notification to the member. Failure to pay such fines within thirty (30) days may result in suspension from NEMA Competition Events until paid in full. If such fines are not paid within sixty (60) days, NEMA has the right to withhold the entire amount of the fine from the member's earnings, if applicable. Any fine left unpaid after the final NEMA Competition Event of the season shall be grounds for non-renewal of such individual's membership in the following year.

ARTICLE XIII

PROTESTS

13.1 Technical Protests. If any NEMA member believes that any other NEMA member is

gaining an unfair advantage in competition due to a violation of the NEMA Technical Rules, such member may protest such violation to the NEMA Officials. The protest fee shall be \$50.00. The NEMA Officials shall be notified of the protest in writing and the notification shall be accompanied by the protest fee in cash. The Secretary shall notify the protested car owner of the protest. The Contest Board shall inspect the protested car. If the car is in violation of a Technical Rule, the fee will be returned to the protestor and the violating car owner shall be penalized by the NEMA Officials in accordance with Article XII, 12.2, p. If no violation is found, the fee is to be retained by the protested car owner. Inspection for illegal use of coolants will not require a protest fee.

13.2 Other Protests. The procedure outline in 13.1 above shall apply to all protests, except the Secretary notification shall be to the protested member, rather than the car owner.

13.3 Non-Protestable Matters. No NEMA member may protest a decision of the NEMA Officials unless specifically provided for in this Rulebook. Review of the decisions of NEMA Officials can be accomplished only through the appeals procedure outlined in Article XIV.

13.4 Protest Review. Any member desiring review of a protest decision may request such a review from the Contest Board in writing, accompanied by a \$50.00 hearing fee. Affected parties may appear before the Contest Board and produce any witnesses or evidence they deem relevant to the Contest Board's review. Such appearances may not be made through council or other representatives. The Contest Board decisions as to the protest will be final and non-appealable. The party losing the protest is responsible for reimbursing NEMA for any and all costs incurred by NEMA as a result of the protest. If the protest is overturned, the protest fee will be awarded to the prevailing member.

ARTICLE XIV

APPEALS

XIV.1 Any member wishing to appeal a decision of the NEMA Officials made pursuant to Article XII, may submit a written notice within ten (10) days of receiving notification of the penalty to the Contest Board. The notice of appeal must request an appeal hearing, state the member's grounds for appeal, and enclose the \$50.00 hearing fee. All Notices of Appeal must be received by the Contest Board within the ten (10) day appeal period. All affected members will be given written notice of a hearing date and the opportunity to present witnesses and evidence to the Contest Board. The Contest Board shall listen to all witnesses and evidence presented, and vote on the appeal. Any decision must be supported by a majority vote of the Contest Board.

XIV.2 Any member wishing to appeal the decision of the Contest Board pursuant to Rule XIV.1 above, shall submit such a request, in writing, to the Contest Board within ten (10) days of

receiving notification of the Contest Board's decision. The appeal shall be heard by an independent arbitrator, agreed to by the appealing member and the Contest Board. The arbitrator may employ any reasonable procedure for the conduct of the hearing and may or may not allow testimony or additional evidence from the parties. The arbitrator must render a decision no later than thirty (30) days after retention by the parties.

APPENDIX A

POLICY REGARDING USE OF OR POSSESSION OF ILLEGAL DRUGS OR SUBSTANCES.

1. **Illegal Drugs Definition:** Illegal drugs are those substances defined and prohibited by state/or federal laws.
2. **General Prohibition:** Possession or use of illegal drugs or substances, as define above, is prohibited in any form, by any participant of NEMA, either on the racing facility, or in any area considered to be used in the operation of the racing facility, such as parking lots or leased properties.
3. **Participant definition.** A participant is any member taking part in any NEMA Competition Event in any form, including but not restricted to, drivers, car owners, mechanics, crew members, sponsors, track officials, or pit area observers.
4. **Violations and Penalties.** Notwithstanding Rule 12.2 (e), any participant found to be in possession of or under the influence of an illegal drug or drug substance on the racing facility, as defined above, or any person who is arrested by duly-constituted authorities and charged with possession and/or use of illegal drugs or drug substances, or any person who is formally charged by a court of law with illegal drug violations, shall be subject to the following penalties by NEMA:
 - a. Suspension from competition and eviction from the speedway property, and denial of further entry to the speedway for a period to be determined by NEMA Officials.
 - b. Any participant who is formally charged by a court of law with illegal drug violations, upon notification to NEMA Officials by that agency, shall be suspended from all forms of participation in NEMA until such time as the charges are fully adjudicated through the legal process. any participant convicted of a formal drug charge by such a process of law will be prohibited from taking part in any NEMA event for a minimum of ten (10) race dates from the time of conviction.
5. **Appeals and Hearing.** Any participant suspended for violation of these rules may be granted an appeal hearing by the Contest Board, provided the suspended participant requests such a hearing in writing, within fourteen (XIV) calendar days of the date of suspension. It is the responsibility of

the suspended party to make such a request, if a hearing is desired.

6. Reinstatement. A participant suspended for violation of these rules, except in the case of persons charged with selling drugs, may, as the result of a decision reached through the hearing process detailed above, be re-instated, if it is mutually agreed that the participant- at his/her own expense- will produce documentation from a physician licensed within the state, certifying that he/she is drug independent, as a result of random and periodic examinations and urine tests, made at the request of NEMA Officials.

7. Prescribed Drugs. If a participant is using prescription drugs on the advice of a physician, such use must be reported to the President or Vice-President of NEMA prior to the participant's entry into any speedway activities. Failure to do so will subject participants to penalties as prescribed above.