

NMRA GENERAL REGULATIONS

INTRODUCTION

The NMRA is the official sanctioning body of the NMRA/Keystone Ford Drag Racing Series. The general rules and procedures contained within this rulebook concern the heads-up, open comp style eliminators, index style, and bracket racing classes that will be held at each of the NMRA/Keystone Ford Drag Racing Series events. The goal of the NMRA is to provide our participants with a world-class drag racing experience. We expect our racers and their crew to conduct themselves in a professional manner. Before participating in a NMRA event, you are responsible to review and familiarize yourself with the safety guidelines, rules, and regulations contained within this rulebook. Please review this NMRA General Rules and Procedures section very carefully. It could save you both money and time over the entire race season.

The entire body of rules, regulations and procedures contained within this rulebook is presented with the assumption any modification(s) and/or condition(s) not expressly and specifically permitted in this rulebook should be considered illegal, unless you obtain expressed written permission from the NMRA Technical Director. If there are areas of this rulebook that need clarification please contact the NMRA Technical Director or Advisors by e-mail at nmrrules@promediapub.com and/or via telephone at (714) 785-8282, or (714) 460-3813.

The general philosophy of the NMRA is to maintain stability and parity within the eliminators. NMRA will make its best effort to implement most all, significant rules changes during the winter months so the competitors can prepare for the upcoming season. The NMRA plans to maintain these rules throughout the first three events of the series. Changes will only be made prior to the fourth race of the season if the rules committee deems a specific combination or rule results in a distinct and significant advantage over others in the class. Prior to the fourth race, mid-season rules changes will be addressed and administered by the Rules Committee. Every effort will be made to finish the season with these rules unless a distinct and significant advantage prevails for a specific combination or rule.

In 2017, the NMRA will make every effort to release its 2018 preliminary rules by November 1, 2016. **Anyone who desires to make an official NMRA rule recommendation and/or request may only do so in WRITING. Telephone conversations with NMRA officials, staff members and/or contracted employees will NOT be considered in rules committee discussions.** You must submit your 2017 mid-season rules requests for changes no later than June 15, 2017. Requests to be considered for the 2018 Preliminary Rules must be received no later than **October 15, 2017, THESE REQUESTS MUST BE RECEIVED IN WRITING! (MESSAGE BOARD REQUESTS WILL NOT BE CONSIDERED!)** You may e-mail your recommendations and/or requests to: NMRARules@promediapub.com. Fax to: NMRA RULES, C/O Event Division (714) 444-2509 or US Postal Service to ProMedia/NMRA, C/O Rules, Event Division, 3518 West Lake Center Drive, Suite "D", Santa Ana, CA 92704. To be considered, your written request must include the following: Full Name, Class, NMRA Competition Number and Membership

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expiration date. **You may or may not receive a written response to your recommendation or request. You may contact the NMRA technical officials at (714) 785-8282, or (714) 460-3813 to insure the validity and confirmation of your rules submission.**

1.1 Product Approval Process:

Each year manufacturers will have the opportunity to physically submit product(s) for acceptance in specific NMRA classes. For 2018, all product requests for approval must be physically received by NMRA no later than **November 15, 2017**. For further information on presenting products for approval, manufacturers may contact the NMRA Technical Officials.

1.2 ASSUMPTION OF RISK:

Drag racing is a dangerous sport for participants. For the purpose of this rulebook, participants will be defined as any persons directly or indirectly associated with any vehicle that has been permitted to enter the event site for the purpose of competition, racing, or car show, including, but not limited to owner, crew, driver, sponsors, family, and/or any other people involved with said vehicle. In addition, any person or persons engaged in selling or displaying products will be defined as participants as well.

Participants may suffer bodily injury, death, loss, or damage to property during a NMRA event. Participants who enter a NMRA event are acknowledging that the event site is safe and suitable for racing and that they understand and assume the risks that relate to drag racing events.

Participants must acknowledge that by participating in the events that they may suffer injury, death, loss, or damage to personal property. The participants voluntarily assumes the risk of such losses and agrees to indemnify ProMedia, NMRA Officials, NMRA Staff, event sponsors, the track, the race track officials, and other participants and/or officials for such losses and agrees to not sue such persons for such losses.

All participants are required, as a condition of entering the track, to sign all required forms, including such releases as determined by the NMRA and track procedure. The NMRA makes no representation, or express or implied warranties, that the compliance with the rules and regulations posted in this rulebook or the safety requirements published by the host track sanctioning body (NHRA or IHRA), will prevent or guarantee against injury or death to spectators or participants or damage to personal property. The rules and conduct guidelines set within this rulebook, and the safety rules set forth by the tracks sanctioning body are intended solely as the minimum acceptable standards. Safety is the responsibility of the participants of the event.

1.3 PIT VEHICLES:

Due to participant injury and facility damage, all pit vehicles entering facility must display race vehicle number and class designation on both sides of vehicle.

Every pit vehicle entering the racing facility must be assigned to; and the responsibility of; the driver of an entered vehicle in competition at that weekend's event. The driver of the vehicle

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responsible for the pit vehicle will assume full legal responsibility for any damage to property (or other damages) caused by pit vehicle; whether driver is operating pit vehicle or not.

- Pit vehicles and support vehicles must display race vehicle number and class designation.
- Pit vehicles may be operated from "Gate Opening" until two hours after competition ends each day. Pit vehicles in operation after this period may be impounded until after the event is completed.
- Razors, Motorized or Electric Skateboards, Roller Blades, Roller Skates, Push Scooters, and other vehicles of this type are STRICTLY PROHIBITED from the pit or restricted area at all times.
- Operator of pit/support vehicle must be 16 or older and have valid driver's license.
- All vehicles are limited to a 10mph speed limit.
- Each race or show vehicle is allowed ONE support vehicle.
- Pit vehicles will be impounded, until after the event is completed, for any infraction of above rules, reckless operation of pit vehicle or any "horse play" on pit vehicles. The driver of entered vehicle may be suspended, fined, and/or docked competition points as a result of above actions.

Your cooperation with these policies will be greatly appreciated, and will make for a safer facility and event. All children under the age of 16 must be supervised by a parent or guardian at all times while on the property of the facility.

1.4 COMPLIANCE OF RULES:

Any and all participants entering into a NMRA event, agree to be bound by all rules, regulations, terms and decisions made by the NMRA Officials. Any and all decisions, whether they are made prior, during, or after an event are final and may not be made the basis of litigation toward the NMRA or NMRA staff and officials.

By entering into an NMRA event all participants hereby release NMRA, ProMedia, NMRA officials, NMRA staff, race track, facility, and race track officials from liability relating to any loss, costs, damages, death, or injury relating to any decisions, erroneous or otherwise, or the decisions based on malfunctioning electronic or mechanical equipment, whether due to negligence or otherwise.

The NMRA Director, Event Director, Tech Director, and Race Director are the only officials with the authority to disqualify a participant from an NMRA event for non-compliance of rules or infractions. NMRA officials may, and will, do so in the event of any violation relating to the decision, rules, or regulations of the NMRA or those of the host racetrack.

1.5 AUTHORITY OF COMPETITION DIRECTOR:

The competition director will have the final word in all rules, interpretations of the rules, questions and /or protests. These issues will be left to the final discretion of the race officials and may be changed at any time if the situation warrants.

1.6 AUTHORITY FOR CONDUCT OF RACING:

For the purpose of the NMRA rulebook, the term “participant” shall include officials, any person possessing or who has issued a credential, and any person directly or indirectly associated with any vehicle that has been permitted to enter an event site for the purpose of competition, including, but not limited to owners, drivers, and crewpersons.

Participants at NMRA events are expected, at all times, to conduct themselves in a professional and non-disruptive manner. Any participant who, in the sole and absolute judgment of the NMRA organization:

- Verbally or physically threatens another participant or other person
- Uses vulgar or derogatory language
- Engages in un-sportsman like conduct or conduct detrimental to the sport of racing
- Or otherwise creates a condition or circumstance that is unsafe, unfair, or out of order shall have violated the rules & regulations of the NMRA organization.

Any Participant who NMRA believes to have a conflict of interest that does or may improperly affect fair competition shall be disqualified from participating to the extent necessary to avoid such conflict of interest. The Scope of such a disqualification shall be determined in the sole and absolute discretion of NMRA.

REGISTRATION & TECH PROCEDURES

2.1 REGISTRATION PROCESS:

All NMRA events will feature inside registration & waiver execution. In almost all cases each NMRA competitor will purchase their car & driver credentials as well as all crew passes at the gate.

- After entering the track, please locate a pit space. Street Outlaw and Renegade competitors should proceed to the “Pro Pit” parking; True Street competitors should proceed to the “True Street” parking, and all other competitors may pit in any other available heads-up or bracket pit locations acceptable to NMRA officials, or as directed by an NMRA official.
- After pitting, proceed with your Car & Driver Credential purchased at the gate and NMRA Membership Card “in hand” to the NMRA registration, waiver execution and Customer Service area.
- At registration, each driver will present their car & driver credential and NMRA membership card for processing and receive the necessary registration, designated number of restricted area credentials, contingency forms & Armbands, and tech card. Each driver will be asked to read the official release & waiver assumption of risk and voluntarily execute it at this time. This absolutely must be done by the driver and failure

to comply with this critical procedure can and will result in forfeit of official points and possible suspension.

- At registration, it is the driver's responsibility to see that any crew members that will be accompanying the driver's vehicle and/or entering any restricted area present their credential, voluntarily execute the release and waiver, and receive the restricted Armband for the Event.
- Before proceeding to the safety and class tech area, all competitors must:
 - Completely fill out all necessary forms and paperwork, including tech card & contingency form.
 - Place NMRA windshield banner, class sponsor, contingency, & NMRA decals on vehicle.
 - Place NMRA-assigned permanent numbers in correct positions on window glass.
 - When all the forms are completely filled out & decals placed, proceed to tech.
 - If you have problems completing any of necessary paperwork, please inquire at Customer Service.

2.2 RESTRICTED AREA ACCESS:

The driver of record, at registration, will be assigned the designated number of restricted area Armbands for his class. The crewmember will then proceed to Customer Service (Registration) with a full event crew credential for release, & waiver execution and will then receive a restricted armband for the event. **No restricted access can be granted without the restricted area access Armband and a PAID, FULL EVENT CREW OR PARTICIPANT EVENT TICKET.**

- Vendor-use or Sponsor-use designated tickets are NOT eligible for use as crew credentials and/or restricted area access.

Once the release and waiver has been executed, and the credential fully processed, it is required that the approved credential be worn in plain view. "Plain View" is either defined as around the neck on a lanyard, or attached to the shirt or waistband via the clip-on pin in plain site. In any situation, the credential must be placed in an approved holder, which is available in registration or the Official NMRA Power Mall. It will not be acceptable to carry a credential in a pocket or any other area that is not visible. **RESTRICTED AREA CREDENTIALS MUST BE IN PLAIN VIEW AT ALL TIMES WHILE IN A RESTRICTED AREA.**

2.3 PARTICIPANT PARKING:

All participant pit parking is based on a first come, first serve basis. NMRA officials will designate specific pit areas on a venue-by-venue basis, and all pit parking must be in accepted and approved area. The standard space allocation is up to 75' x 25' per enclosed trailer, and up to a maximum of 75' x 12' for open trailers. Only a single pit space is allotted per trailer, **NOT ACCORDING TO THE NUMBER OF VEHICLES IN THE TRAILER.** Trailers without NMRA registered vehicles are not permitted in pit area. Although a participant may wish to attempt to (rope off) or save an extra pit space for a fellow competitor, the participant wishing to rope off a pit space will be limited to one pit space on asphalt parking areas and may rope off as many as three in grass or gravel areas. Any competitor on site prior to the arrival of the competitor expected to arrive may claim this saved area at any time.

At the Super Bowl of Street Legal Drag Racing in Joliet, IL and the All-Star Nationals in Commerce, GA. All parking will be on a first-come, first-served basis with the exception of Street Outlaw and Renegade competitors who officially pre-register within the prescribed procedure. There will be no roping off or saving of pit spaces for any other categories. Any participant wishing to pit with another competitor(s) may line up in the participant holding area on the Atlanta Dragway and Chicagoland Speedway property and wait for their fellow competitors to join them and enter the facility together. There will be no roping or saving of places allowed for these specific events.

Participant Reserved Parking: Street Outlaw and Renegade. NMRA will use its best effort to pit all pre registered entrants in a reserved parking area. The standard space allocation for Street Outlaw and Renegade is 75' x 25' per entry. These spaces are to be occupied by Street Outlaw and Renegade participants only. An exception may be made for 2-car teams in Street Outlaw and Renegade, who transport and campaign more than one entry out of the same trailer, but no more than the 25' can be allotted. **The only way to guarantee reserved parking, Street Outlaw and Renegade competitors may "check-in" officially via e-mail no later than 14 days prior to the upcoming event.** This may be done by e-mailing the driver's name, cell phone number, permanent number, and truck & trailer length to: rmiller@promediapub.com or faxing the information to (714) 444-2509 ATTN: Event Division. Premier parking may be available, but cannot be guaranteed without this notification. If a pre-entered Street Outlaw and/or Renegade vehicle fails to pit 2 hours prior to first round of qualifying, their pit space may be forfeited.

2.4 DRIVER ELIGIBILITY: A competitor is permitted to compete in two different categories with two different vehicles. A competitor cannot drive more than one vehicle in the same category at the same event, nor can the same vehicle be driven by separate drivers at the same event. This is for all NMRA categories of competition with the exception of True Street which will be allowed to compete in class eliminations on Saturday and the appropriate bracket on Sunday. Bracket categories may purchase multiple tech cards for eliminations as long as the vehicle meets class rules and the driver is able to conform to the Competition Directors time/turn around demands. An individual vehicle cannot be used for multiple entries.

The only exceptions to this rule are as follows:

- 1) If a heads-up competitor fails to qualify and wishes to enter Sunday's bracket race.
- 2) With the approval of the NMRA Competition Director, the NMRA has the option of permitting a vehicle change during qualifying under the following conditions:
 - a. All previous times voided for the vehicle and driver involved.
 - b. Driver must re-tech & re-qualify during the normal scheduled qualifying rounds for the event. In the event that tech inspection is closed, vehicle may be re-teched at the discretion of the event director only.
 - c. Driver must remain in the class originally entered, and have the proper license to drive the replacement vehicle.
 - d. At the NMCA/NMRA Super Bowl of Street Legal Drag Racing in Joliet, Illinois and the NMRA/NMCA All-Star Nationals in Commerce, Georgia. Drivers will be allowed to compete with

two separate vehicles in the same category designation for both NMCA and NMRA, however, the driver must purchase both a NMRA as well a NMCA participant credential and compete with the vehicle of record in its respective association's eliminator (NMCA/NMRA) for the duration of eliminations. A driver may enter multiple classes as long as the driver uses multiple vehicles. A vehicle may only be entered in one class per driver, per event. Drivers must purchase proper NMRA or NMCA participant credential for each class entered. Bracket entries may enter multiple bracket classes with the same vehicle.

2.5 TECH INSPECTION:

Prior to competition, all cars and drivers must pass the NMRA technical inspection. This process will be outlined below, but may be changed at any time at the sole discretion of the NMRA Tech Director. Prior to inspection, each racer is required to fill out the NMRA Tech Registration form with 100% accuracy, including claiming actual engine displacement. Any false information on the NMRA Tech Registration form is grounds for immediate suspension and removal of competition points.

During the initial tech procedure, the NMRA staff reserves the right to inspect any and every portion of the competing vehicle to ensure rules compliance, including teardowns, weight checks, P&G cubic-inch checks, etc. Do not enter your vehicle for competition if you are not prepared to prove the legality and compliance of your vehicle. During the running of the event, prior, during, or after the qualifying and/or eliminations the NMRA reserves the right to inspect, seal for inspection, and/or teardown any racer's vehicle for any reason, or impound any vehicle and/or parts as deemed necessary. Any engine or transmission change that occurs following the initial tech in process and during qualifying or eliminations must be reported to the NMRA Technical Department for proper inspection before any further runs are made. Failure to follow this procedure may result in the disallowance of the qualifying or elimination run.

Prior to competition, all vehicles and driver equipment must undergo a technical inspection. However, NMRA makes no representations, warranties, or assurances that a technical inspection will:

- 1) Detect any problem with a vehicle or a driver's personal equipment or clothing;
- 2) Detect any problem with rules compliance, or
- 3) Prevent injury, death or property damage.

The participant agrees that the participant bears the ultimate responsibility at all times to ensure the safety of participant's vehicle and to ensure that participant complies with all applicable NHRA & NMRA rules. The participant agrees that participant is in the best position to know about the construction and operation of participant's vehicle, equipment, and clothing, and whether there has been compliance with all applicable NHRA & NMRA rules. If a participant changes engines during an event, they must report to tech to make the Tech Director aware of the change. Failure to do so may result in disqualification from the event.

2.6 Contingency Verification:

It is the competitor's responsibility to completely and accurately fill out the NMRA contingency form prior to entering the NMRA tech area. This form will be provided to you at the Registration booth with your race credentials. You must be using the proper product on the vehicle and the proper decals must be in place during tech-in procedure and for the entire duration of the event. Racers are prohibited from claiming competing products on the same contingency sheet. Do not abuse the contingency program. Racers found violating the contingency rules are subject to suspension or other disciplinary measures as determined by the NMRA. Please check the Race Pages magazine, or the NMRA website for a listing of updated contingency sponsors, and for information regarding each posting.

2.7 P&G Checks:

Cubic inch checks (known as P&G) will be employed by the NMRA tech department in all classes with cubic inch limits and/or weight breaks in place. All classes and competitors can be subject to a P&G check at any time, including between rounds and prior to or after the completion of the event. Driver and crew should be prepared with the necessary tools to remove valve covers, adjust rocker arms, and remove spark plugs as necessary for the P&G test.

Repairs to Cylinder Heads or Intake Manifolds:

In cases where repairs are necessary to cylinder heads or intake manifolds that prohibit welding or epoxy, the participant must contact the Tech Director either in person or via e-mail at Nmrarules@promediapub.com and receive approval from the Tech Director prior to repair.

2.8 Safety Inspection:

NMRA events are held at National Hot Rod Association (NHRA) or the International Hot Rod Association (IHRA) member racetracks. For the purposes of competing in NMRA events, all racers competing should follow the NHRA safety guidelines as outlined in their official rulebook as a minimum to ensure legality. All vehicles must first pass safety inspection before they will be "teched-in" for NMRA heads-up classes. The NMRA will not be held responsible for failed safety inspections and no refunds of entry fees shall be made to racers failing to comply.

2.9 Competition Requirements:

The following competition requirements may only apply to the following: Street Outlaw, Renegade, Coyote Modified, Coyote Stock, **Factory Stock**, Modular Muscle, Open Comp, Truck & Lightning, Super Stang, and **Ford Muscle**. To be eligible for the cash purse, contingency monies, and any awards and/or NMRA points, each racer is required to be a current NMRA member and have a permanent number, and each race vehicle is required to follow the decal requirements for competition at all times during the event. True Street participants are not required to be a current NMRA member or carry a permanent number

The following decals are required:

- **NMRA Windshield Decal** – must be installed on top of windshield unless the NMRA Technical Director allows it to be placed above the windshield for viewing and safety purposes. In any event, this NMRA decal must be below any other decal placed on the top of windshield. Other vehicle sponsor decals may be placed at the base of windshield

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or above the NMCA decal. Other vehicle sponsor decals may be placed at the base of windshield.

- **NMRA 2015 Drag Racing Series “Side” Decal** – must be installed on each side of vehicle on quarter windows.
- **Class Sponsor Decal** – class sponsor decal must be installed on base of windshield on the passenger side.
- **Permanent number** – permanent numbers are required for competition with the exception of True Street. Shoe polish permitted in True Street only.
- **VP Racing Fuels:** Official Fuel decals (2) required. Must be located on each side of vehicle. (In a contingency decal manner)
- **Aerospace Winners Circle:** Decals (2) must be prominently displayed on each side of vehicle. Failure to do so can result in the winning driver forfeiting his/hers Winner’s Trophy & Payout.

2.10 Competition Numbers

All competitors (except Bracket Competition & True Street) are required to display a permanent number (no shoe polish) that will be assigned in advance. You can receive your official number by calling or writing the NMRA, or during the Registration & Waiver Execution process, at the first NMRA race attended.

NMRA competition numbers are assigned only to current NMRA members and will stay with the driver rather than the vehicle owner and/or the vehicle itself. This is consistent with the process in which points are accrued through the season. In addition to the competition numbers, the class designation must be clearly and permanently marked above the class number. Permanent numbers and class designation must be displayed on the front, rear, and both side windows. Numbers on the side windows must be a minimum of 4-inches tall, and 1 1/2-inches wide. Class designation letters on side windows must be minimum of 2-inches tall and 1-inch wide. Numbers on windshield and rear glass must be a minimum of 4-inches tall and 1-inch wide, and class designation letters must be a minimum of 2-inches tall and 1-inch wide.

At the conclusion of the 2016 season on November 1, 2016, ALL NMRA numbers will officially expire for every class with the exception of those permanent numbers that were purchased on the multi-year program. It will be the competitors’ responsibility to renew their number for the upcoming year. The competitor may choose an available number and renew it until November 1, 2015 at no cost. The competitor may choose to retain the selected number for a period of five years for a \$10.00 administrative fee.

The class designations and competition numbers are as follows:

Class	Designation	Number Range
Street Outlaw	SO	1000 - 1999
Renegade	REN	2000 - 2999
Coyote Stock	CS	3000 - 3999

Coyote Modified	CM	4000 - 4999
Factory Stock	FS	5000 - 5999
Truck & Lightning	TR	6000 - 6999
Modular Muscle	MM	7000 - 7999
Super Stang	SST	8000 - 8999
Open Comp	OC	9000 - 9999
Ford Muscle	FM	10000-10999

Race Procedures

3.1 Starting System:

NMRA drag racing will be conducted using a standard NHRA starting line system. The field size, ladder type used, tree, & starting procedure used in each category of NMRA racing is addressed in each individual section of the class rules & regulations.

By staging the vehicle, the competitor has acknowledged and accepts all of the conditions of the race. Do not Stage your vehicle if there is a problem, make contact with the starter and get the issue resolved before staging.

3.2 Qualifying:

If possible, all competitors will be given three qualifying passes, weather permitting. In order to be counted as an official qualifying attempt, all vehicles must self-start on command, self-stage and receive the start signal and be clearly ignited and under fire. In unordinary circumstances other alternatives deemed appropriate by the event director may be utilized. All qualifying passes must be made within one of the three official designated qualifying sessions, and only one attempt is permitted per qualifying session. Once qualifying begins there will be no time trails permitted for any qualified field with the exception of True Street.. Following completion of qualifying, all competitors must immediately report to the scales for weigh-in (except Top Sportsman, Open Comp, Modular Muscle, True Street, and Truck and Lightning).

The NMRA Competition Director has the option to build a ladder on as little as one qualifying session if track or weather require. If there are no qualifying sessions completed, the Competition Director may build the ladder randomly. In all heads-up classes, the vehicle with the quickest elapsed time will be number 1 qualifier, the 2nd quickest will be the number 2 qualifier, and so on. In the event of identical qualifying elapsed times, the vehicle with the faster top speed recorded on the qualifying runs in question will be awarded the lower qualifying position. In the Index classes, in the event of tie for qualifying, the lower qualifier will be awarded to the participant that made his run 1st.

To be included on the official ladder for eliminations a competitor must at the very minimum self-start on command, self-stage, and receive the start signal. No competitor shall be added or included on the official ladder if they fail to make at least one qualifying session and complete the minimum requirements as stated above. Should an official qualifying session be eliminated

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due to weather or any other unforeseen occurrence and a competitor has not staged and received the start signal, that competitor can be placed on the bottom of the ladder.

3.3 Street Outlaw:

Competitors may be randomly selected for run order in the first qualifying session. For the following sessions the run order may be determined by elapsed time. Qualifying positions may determine the run order for the first round, and elapsed time may be used for the following rounds. All competitors must run in the reassigned pair and order during each qualifying session or forfeit that qualifying attempt

Street Outlaw is an all-run qualified field and in the event that a qualifying session is eliminated due to weather or any other unforeseen occurrence and a competitor has not staged and received the start signal, that competitor can be placed on the bottom of the ladder. If there is more than one competitor in this situation vying for the final spots the order will be determined by the current NMRA Points Standings for the eliminator.

3.4 Single Runs:

During single runs where there is not another competitor on the track to run against, the lone driver is considered the winner once he stages and the tree is activated. If this lone driver commits any lane violation, the elapsed time is voided for lane choice determination and any E.T., MPH, awards, and/or records for points. On any single run a driver must self start and stage the car by proper NMRA procedure when called upon by the staging steward and the starter. Excessive time will not be allowed for a vehicle to self start and/or stage on single runs in qualifying or competition.

During eliminations, any driver who has earned a "BYE" run through position (not an opponent's breakage beyond the front of staging) may choose not to make a full pass, but must report to staging when the round is called, self-start when instructed, stage under the vehicles power, and take the tree under proper procedure. Once the tree has been activated, the driver is NOT required to make the run.

3.5 Ladders:

All NMRA heads-up classes are paired on an established NHRA Pro ladder in all fields. Once qualifying ladders have been posted, they will not be changed unless the NMRA Director determines there is adequate reason for change.

Lane Choice :(Heads-Up Classes)

In all cases lane choice is determined by elapsed time. In the first round of eliminations, the quickest of the qualified pair will have lane choice as determined by the position of the qualifying sheet. In every round after the first, lane choice will go to the competitor that has the quicker elapsed time from the previous round.

3.6 Lane Choice:

(O/C, M/M, Truck & Lightning, Super Stang, Ford Muscle & Bracket Classes)

During eliminations, it is the responsibility of the competitors to determine lane choice. If the competitors are unable to establish lane choice, an NMRA or track official will make the determination in the manner he/she chooses (i.e., coin flip, random choice, faster car, etc.)

3.7 Pairing Procedures:

During official qualifying the NMRA officials will attempt to pair all vehicles prior to reaching the head of the staging lanes. In any event, once a competitor reaches the front of the staging lanes for a run, they must be prepared to fire and race the vehicle the Staging Steward selects for them to race.

C.3.7.5 Multiple Class Entry:

Competitors in SS, TL, OC and MM are permitted to enter one index class and one bracket class during each event. (Must Purchase index class entry at gate and then purchase and additional bracket tech card at NMRA Registration trailer). Multiple drivers may NOT enter the SAME class with the SAME car.

Heads UP Competitors in SO, REN, CM, FS, AND CS are prohibited from entering multiple classes with the same car during an event.

3.8 Staging Rules:

Control of the starting line is the sole discretion of the track starter. Courtesy Staging (both pre-stage bulbs lit before any staging bulb lit) is recommended in SO, REN, CS, FS, CM, however not required in all classes that utilize the Auto Start System. Courtesy staging (both pre-stage bulbs lit before any staging bulb lit) **Required and will be enforced, in Modular Muscle, Super Stang, Truck & lighting, Open Comp, Ford Muscle and Brackets.** Deep staging is permitted, however not necessarily advocated. **The competitor deep staging must have DEEP displayed on the both side windows of car. It is always the driver's responsibility to stage the vehicle prior to the tree being activated. IN ANY EVENT THE DRIVER MUST BE PREPARED TO LEAVE AS SOON AS THE FINAL STAGE BULB IS LIT.** A competitor with the word DEEP displayed on the window is not necessarily obligated to DEEP stage. ALL DRIVERS MUST BE PREPARED TO LEAVE ONCE THE FINAL STAGE BULB IS LIT. The final staging motion, using applied power, must be in a forward motion going from pre-stage to stage. The Auto Start System will be activated and utilized in all NMRA classes in 2016. It will be each driver's responsibility to see that they properly stage with their last staging movement being a forward motion.

3.9 Disqualifications:

NMRA uses NHRA policies with regards to disqualifications (red-light starts, double red-light starts, crossing the centerline, etc.) in order to help prevent situations in which both competitors are disqualified and maximize the chances of declaring a winner. Please consult the 2016 NHRA Rulebook under General Policies for more information.

A competitor may not advance to a position in a later round that he did not actually compete in. In the event a class winner is disqualified for any reason, the runner-up will be declared the

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winner if he is certified as legal. If the runner-up is also disqualified, there will be no winner or runner-up for that class and no awards, points, or purse will be given for those positions.

3.10 SCALES/FUEL CHECK/MECHANICAL COMPLIANCE PROCEDURES:

A competitor is entitled to have their scale weight/fuel samples/mechanical components checked a total of up to three times per round to determine legality. If a competitor's scale weight/fuel sample/mechanical components check within tolerances for the class one out of any of these three attempts the competitor will be deemed legal for that round.

Example: If a competitor is weighed & found to be less than the minimum weight required the competitor will be asked to pull off the scales. The scales will be verified to be zero. The competitor will be re-scaled. If the competitor is found to be less than the minimum weight required the competitor will be asked to pull off the scales a second time. The scales will be verified to be zero a second time. Three other competitors (if there are others in line to be weighed) will be weighed. After these three competitors are scaled, the competitor will be re-scaled for a third and final time. If the competitor is found to be, less than the minimum weight required the competitor's run will be disqualified.

Example: If a competitor's fuel is found to be outside of the stated tolerances for the accepted fuel required the competitor will be asked to pull a second fuel sample. The fuel meter will be verified to be zero. The competitor's fuel will be rechecked. If the competitor's fuel is found to be outside of the stated tolerances for the accepted fuel required the competitor will be asked to pull a third and final fuel sample. The fuel meter will be verified to be zero. Three other competitors (if there are others in line to be fuel checked) fuel will be checked. After these three competitors are fuel checked the competitor's fuel will be checked for a third and final time. If the competitor's fuel is found to be outside of the stated tolerances for the accepted fuel required the competitor's the run will be disqualified.

Example: If a competitor's mechanical components are found to be outside of the stated tolerances for the class specifications the competitor will be allowed to re-clean these components. The competitor's mechanical components will be rechecked a second time. If the competitor's mechanical components are found to be outside of the stated tolerances for the class requirements, the competitor will be allowed to re-clean these components a final time. If the competitor's mechanical components are found to be outside of the stated tolerances for the class for a third and final time, the competitor's the run will be disqualified and the competitor will be removed from the ladder for the event.

3.11 Safety Infractions:

Any time a vehicle or driver exceeds the elapsed time or MPH for which he is safety certified, or if the driver and/or vehicle are found to be in violation of any current safety standards, then the safety inspectors have the sole ability and authority to work with the competitor to develop a plan to meet compliance in the future, restrict the driver and vehicle from further runs until the problem is fixed, or to disqualify the entrant from the event.

3.12 Bracket Dial-Ins & Personal Indexes:

Each racer is responsible for verifying his dial-in as well as the opponent before staging. If there is a problem, notify the starter immediately. If a racer stages, they have accepted their dial-in, and/or personal index, and that of their competitor. The race can stand as ran.

SCALE/FUEL STATION PROCEDURES FOR HEADS UP VEHICLES

4.1 Qualifying rounds:

Each racer must report to the scales to be weighed and fuel station for fuel check after each qualifying run. Failing to do so is grounds for disqualification. Note: Not every round of qualifying is a weighing or fuel check round.

4.2 Elimination rounds:

Each competition-winning racer must report to the scales to be weighed and the fuel station for fuel check after each winning elimination run. A racer with a competition bye run is not required to be weighed and/or fuel checked after a winning round of eliminations. However, the tech department reserves the right to check any competitor at any time. Each losing racer should report to the scale area after each losing elimination run. If a winning racer in an elimination round is found to be illegal at the scale area or fuel station area, the loser in that elimination run will be weighed & fuel checked for possible reinstatement. If the loser in that elimination round is not present in the scale area, no one will advance to the next round. The Technical Director reserves the right to waive scale weighing and/or fuel check in any event including but not limited to an on track incident, entering of sand trap and or net, or engine failure, etc.

Note: Not every round of eliminations is a weighing or fuel check round. Notwithstanding, it is the racers responsibility to follow the above elimination rounds instructions unless directed otherwise.

4.3 Record Runs:

It is the racer's responsibility to "officially" claim a record run at the scale area. Each racer must report to the scales immediately following the record run to be weighed after a record or back up run. It is the responsibility of the racer to see that his time slip is signed by scale personnel stating minimum weight & scale weight and have the time slip signed. It is the racer's responsibility to next report to the fuel station to have a sample of fuel checked. It is the racer's responsibility to see that the time slip is signed by the scale operator and fuel station personnel stating fuel values as checked were legal. It is the racer's responsibility to next report to the Tech Director or his appointee to have the run logged into the "official" record book.

The Tech Director or his appointee shall log the run (ET, MPH, SCALE WEIGHT, FUEL VALUE, DATE, & WHEN RUN WAS MADE (Ex: Q #2, Elim #3) It is the racer's responsibility to verify the logged values, sign the time slip, with the Tech Director or his appointee and then claim the time slip and retain it for the duration of the season. If the racer claiming a record or backup fails Fuel Check for that run, both the record and that run (Qualifying or Eliminations) will be disqualified.

It is the racer's responsibility to follow the procedures stated above and in the rulebook to claim a record.

4.4 Record Procedures

Owning an NMRA National Class Record is a high honor awarded to the fastest and quickest drivers. Record runs may only be made under official qualifying or elimination conditions. In order to set a NMRA National Class Record, a contestant must run either quicker or faster than the previous record. The elapsed time and speed records may be set independently or simultaneously. In order to re-set a record, the contestant must provide the NMRA Technical Director or his appointee with the record setting & back-up time slips immediately after each run. A back up run within 1% of the record breaking run is required to set an official NMRA National Record. In the event that two runs exceed the existing record but are not within 1% of each other, the quicker time or faster speed will be acceptable as the backup for the slower time, which will stand as the record.

Once a vehicle has set a NMRA National Record it may be inspected for compliance with the rules, including possible teardown, as the NMRA Technical Director or his appointee sees fit. If two or more contestants tie for the same elapsed time record to the thousands of a second at the event, the faster speed will be the tiebreaker. If two or more contestants tie for the speed record to the hundredth of a mph at the same event, the quicker elapsed time will be the tiebreaker. In the event a tie still exists, the contestant accomplishing the record run earlier in the event will be awarded the record. A contestant that resets & then loses the record at the same event will not get credit or points for breaking the record.

All ET and MPH Records will be recorded out to the third decimal (i.e. 0.000).

All established records are retired at the completion of each NMRA competition season. Records for each class will be reestablished at the beginning of each Season, starting with the first NMRA event.

Contestants in all categories must first break the existing record before attempting a backup. A contestant cannot set records with one vehicle, and then compete in eliminations with another vehicle.

4.5 Appeals Process:

Statement of Violation sent to participant by NMRA officials:

- No Appeal by participant: The terms of the Statement of Violation stand
- Appeal by participant: Participant must submit a Written Notice of Appeal to the NMRA Technical Department within 30 days of the date of the Statement. The Notice of Appeal must state specifically the elements of the Statement of Violation that are being appealed and the grounds for appealing the NMRA action.

The NMRA Tech Dept shall determine in its sole & absolute discretion whether an appeal is granted.

In cases where appeals are granted, within 20 days of the receipt of the Notice of Appeal, the Tech Department shall appoint an Appeals Panel and shall inform the appellant of the date, time, and place for the appellate proceeding. The date of the appellant proceeding shall be no more than 60 days from the date the Tech Dept informs the appellant the date of the appellant proceeding.

The appeals panel shall not include individuals that were involved in the determination a violation occurred or individuals who have a personal interest in the decision of the Appeals panel.

Within 20 days of the date of Notice of Appeal, but no later than 10 days prior to the date of the appeal, the appellant shall provide the Appeals Panel with a list of witnesses and evidence to be presented at the appellant proceeding.

In the event of an appeal of a suspension or termination of the opportunity to participate at NMRA events, the suspension or termination shall be stayed until the Appeals panel shall have rendered an opinion.

At the conclusion of the appellant proceeding, the appeals panel may render a decision or may take the matter under advisement and render a decision at a later time.

The decision of the appeals panel shall be rendered within 30 days of the appellate proceeding unless additional time is required by the appeal panel to gather important & relevant information.

The \$300 filing fee may be waived by NMRA to the participant.

NMRA uses policies & procedures of NHRA unless otherwise noted. Refer to NHRA rulebook APPEAL OF DISCIPLINARY AND OTHER ACTION for complete details. Replace the "NHRA" with "NMRA" & "National Dragster" with "NMRA publications".

4.6 Protest Procedure:

Contestant protest must be filed by a competitor in the same class and must be filed and accepted in writing with the NMRA Tech Director by no later than the conclusion of qualifying for the class on Saturday. The NMRA Tech Director may, at the time of the protest filing, choose to accept or reject the protest, at his sole discretion. Contestant protests must be accompanied with the proper cash protest fee.

The protested vehicle (and/or engine components) will be sealed as necessary, and inspected at some point prior to the first round of eliminations. The protested vehicle must be disassembled for inspection and re-assembled by the vehicles owner(s) and/or his designated crew. Refusing

inspection and/or disassembly can result at minimum, in the following: removal of the vehicle from competition, 2-race suspension of the driver, loss of competition points for 3 previous events, and immediate removal of the vehicle, owner and crew from the racing facility.

During the actual inspection process, only representatives of the protested vehicle may be present. If the protested vehicle is found to be within the requirements for the class, the protest fee, less 25% for NMRA expenses, will be forfeited to the owner of the protested vehicle. If the protested vehicle is found to NOT be within the requirements for the class, the protest fee, less 25% for NMRA expenses, will be refunded. In addition, any infraction to the class rules, even those beyond those in the original contestant protest, will be grounds for immediate disqualification. NMRA may impose fines, disqualification, suspension, and/or revocation of competition privileges for non-compliant entrants, depending upon the severity of the infraction.

4.7 NMRA Protest Fee:

1. Any external items (tire width, body, suspension) - \$100
2. Cubic inch check (P&G) - \$200
3. Check camshaft/valve train compliance - \$250
4. Remove intake manifold - \$250
5. Remove cylinder head - \$350
6. Remove oil pan for bottom end inspection - \$400
7. Complete engine check - \$850

Significant Digits:

The number of significant digits used are as stated:

Cubic Inches – Note: Contestants in weight-to-cubic inch classes must claim cubic inch displacement of engine used; under no circumstances may claimed displacement exceed actual displacement by more than 5 cubic inches. No allowance for overbore; any part of a cubic inch is rounded off to the next highest inch (i.e. 301.2 = 302). If engine size is changed during a race, competitor must report to Technical Department supervisor before a run is attempted.

Example: Bore 4.062”, Stroke 3.000” V8 Engine cubic inch as calculated is 311.01545. One significant digit is used to determine cubic inch, therefore 311.0 is used. Cubic inch of engine would be 311.

Dimension	Significant Digits	Example
Valve Sizes	3	Ex: 2.020”
Head cc’s	1	Ex: 58.2 cc
Bore	3	Ex: 4.062”
Stroke	3	Ex: 3.000”
Deck	3	Ex: 0.005”
Gasket	3	Ex: 0.039”
Carburetor Measurements	3	Ex: 1.686”

Supercharger measurements	3	Ex: 5.150"
Turbocharger measurements	3	Ex: 3.700"

Note: All weighing and measuring devices used by the tech officials are standards that will determine an engine or car's compliance with the rules. Any latitude or tolerance must be made by the racer or engine builder. It is recommended that the following tolerances be observed by the participant to allow for a margin of error during inspection or teardown: Cylinder head volume, 1% or 1 cc; deck clearance, .001"; bore, .002"; car weight, 1/2 of 1% or 20 pounds.

4.8 Retention of Vehicle and Parts:

Participants hereby grant NMRA and its assigns full and unconditional permission to collect and retain vehicles, parts of vehicles, equipment, and/or any other items used in conjunction with participation owned by or in possession of participant, including such vehicles, parts of vehicles, equipment, or any other item that has been involved in accidents which NMRA determines in its sole and absolute discretion that such actions are necessary incident to the investigation of an accident, the inspection or testing of such vehicles, parts, or equipment, or for any other purpose.

Event Procedures:

5.1 Rain Out/Refund Policy & Event Termination

It is the goal of NMRA to complete all events in the timeliest manner during the weekend, regardless of weather conditions. The NMRA and our partner tracks have a strict NO REFUND POLICY! No refunds at any time for any situation. If you enter an event, you knowingly do so at the risk of rescheduling, cancellation, curfew expiration and/or change of venue **and/or a mechanical malfunction or breakage with a participants vehicle.**

If necessary, events will be completed by running late, or by extending eliminations into Monday or possibly another weekend or event site. In the event an event is not completed it may be completed at the same facility or another venue depending on availability and the number of cars and rounds left to complete. If a class has not run first round or a class has more than eight cars left in competition the event may not be eligible for completion for that event(Registration). In the event of race termination or cancellation gate fees for driver, car, spectator, or crew will NOT be refunded under any situation.

5.2 Refund Policy:

Once a competitor has entered the tech process, there will be no refunds of entry fee. No spectator or crew refunds are issued regardless of situation.

5.3 Payout Policy:

Payouts will be administrated by NMRA, and will be made at the completion of each round AT THE TRACK. **No payouts will be mailed, made, or sent after the completion of the event.** Driver must supply complete information to NMRA including proper name, social security number, address, telephone number, driver's license, or any other information required by

NMRA. If a competitor is unable to pick up their check at the track arrangements can be made with Customer Service to have the check mailed. This will be handled on a case-by-case basis and ALL the proper information required must be submitted to Customer Service (at the track) for the check to be mailed.

5.5 Contingency Awards:

Contingency awards and payouts are the responsibility of the company posting the contingency and are not that of NMRA. NMRA will take any reasonable steps necessary to ensure that each participating company sponsor honors their commitments, but the NMRA will not be responsible for non-payment or bad checks. Competitors must resolve any disputes or problems relating to contingency or non-payment directly with the company. No competitor may participate in an unofficial non-series (NMRA) sanctioned contingency program.

Competitors agree to remove decals for any companies deemed by series to be in violation of the series' official contingency program. Any competitor participating in an unofficial contingency program will be subject to loss of points as determined by NMRA.

5.6 Competitor Merchandise, Apparel Sales and Pit Exhibits:

Any form of merchandise sales and/or Pit Exhibits are strictly prohibited by the NMRA and its Track Partners unless express written approval by the NMRA Vendor Manager prior to the event. Sponsors, companies and/or clients may only be identified on trailers, race vehicle and tow vehicles within the pit area. No displays of merchandise, samples, catalogs, inflatables, literature, etc. are allowed on the facility without prior written consent from the Vendor Manager.

Each officially registered contestant will be permitted to offer a maximum of one racer-specific item for sale at his or her pit area during an event. The items concept and likeness must reflect and resemble the officially entered racing vehicle and nothing else. No freestanding exhibits will be allowed. The item must be offered and sold from the racing vehicle trailer. Any addendum to this requirement must be received in writing, from the Vendor Manager prior to the event.

6.1 MARKETING & MERCHANDISING RELEASES:

All vehicles, drivers, crew, and competitors, upon consideration of being permitted to enter a NMRA or ProMedia event, hereby release the following rights. All rights to advertising, images, promotion, filming, recording, exhibition, t-shirt sales, likenesses, photographs, slides, sound recordings and any other merchandising or market-related items as deemed necessary by NMRA of the drivers, vehicles, and crew. NMRA may assign, sell, loan, or transfer these rights. Participants agree they will not offer for sale, sell, or distribute, or give away souvenirs, products, t-shirts, apparel, merchandise or any other thing of value, or permit others to do so, without obtaining written permission, prior to the event, from NMRA. All series and event logos of the NMRA and NMCA are the property of Promedia and may not be used without the express written consent of Promedia.

6.2 Official Fuel:

VP Racing Fuels is the official Fuel of the NMRA Series. Racers and or Crew are prohibited from the display, or distribution of fuel products, other than VP Racing Fuels, in the track facility during an NMRA event.