



Rocky Mountain Lightning Sprint Association

*Competition
Rules
And
Regulations
2015*

INTRODUCTION

Scope

Included in this booklet are the competition regulations of the Rocky Mountain Lightning Sprint Association, Inc. (RMLSA) These regulations become effective January 1, 2014 and will remain in force with such modification or additions as the Board of Directors may determine necessary.

Responsibilities

RMLSA provides the administrative services to facilitate club activities. These include organizing the race schedule, race day events, tracking points, and conducting the financial activities of the club.

It specifically does not include responsibility for safety.

The team owners, crews, and drivers are responsible for their equipment and conduct.

The track owners and management are solely responsible for the condition of the facilities, safety crews, medical personnel, and conducting the race.

Although RMLSA rules do include safety rules and inspections it is understood by the owners, crews, and drivers that racing cars exposes them to risk of serious injury or death. These risks are the sole responsibility of the owners, crews, and drivers. RMLSA, its officers or members are not liable.

Order of Precedence

Track specific rules will apply first. Club rules apply when track rules do not exist.

Spirit and Intent

The purpose of this rulebook is to provide a common standard that will benefit all those concerned. For this reason adherence to the rules and practices set forth in this book fundamental to the welfare of everyone in the sport.

No pretense is made of having designed a foolproof set of rules and regulations. Lightning Sprint racing is a sport designed for the fun and enjoyment of the whole family. There have been attempts to "test" the rules by deviating from this purpose for which the basic sport is intended. The spirit and intent of the rules are going to be the standard by which racing Lightning Sprints will be guided. Event officials are authorized to decide if an equipment change or design is an attempt to beat the rules. They can and will disqualify an entry in violation of the spirit and intent of these rules. Any official or representative shall have the right to initiate action correcting a

hazardous condition or a condition not in compliance with the spirit and intent of these regulations.

A RMLSA event may have its own special set of rules supplementing these regulations. Should the regulations, published herein, conflict with the special rules of the event, it is understood that the latter will take precedence by virtue of their specialized nature for the duration of the event in question.

GENERAL RULES

Membership

To register the information sheet must be completed and returned with the appropriate fees to the secretary prior to the meet.

The car owner and driver are required to have a "RMLSA Competition Rules and Regulations" book and comply with the rules and regulations set forth therein.

- Owner: **\$35**
- Driver: **\$65**
- Owner & Driver: **\$100**
- Supporting: **\$25**
- All Non Members will pay a \$25 per race admin fee. These fees will apply towards the membership fee for that racing season.
- All drivers must pay a \$5 pill draw fee at each event. This goes into the points fund, which will be distributed at the end of the year banquet to the top ten finishers in points. This fund will be supplemented by any sponsors through the year.
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Drivers

Age: All drivers must be at least 14 years of age.

Rookies: Novice or rookie driver is defined herein as a driver having no racing experience. ***Any driver having fewer than 5 completed main events with the RMLSA will be considered a rookie and will be eligible for Rookie of the Year in the current racing year after joining as a member.***

Conduct

Members: It shall be the duty of every participant to conduct him or herself while representing the Association in a manner that shall not be prejudicial to the Association, nor bring unnecessary criticism on the organization. Any proven false statements on any document issued to, or concerning the RMLSA by any member, shall draw penalties as deemed proper. Any RMLSA member racer who would falsify their age or modify their engine with the intent to compete

illegally with the intent to defraud officials and other competitors by such modifications, unsportsmanship like conduct, or flagrant violation of the rule to gain an unfair advantage could be subject to penalties as decided by the Board of Directors (B.O.D). Any driver/owner/crew member/guest that confronts a B.O.D. or any of the club officials will be subject to an additional 50 point penalty in addition to penalty for tech inspection.

Alcohol: Any driver who has consumed any alcoholic beverage or illegal drug on the day of any RMLSA event will not be allowed to compete. Any participant or crewmember observed consuming alcoholic beverages or illegal drugs during the practice or running of any event at an RMLSA sanctioned event will result in immediate suspension of that driver for the remainder of the racing season.

Visitors

Defined: A visitor is a person that does not intend to race more than two (2) events per season.

Eligibility: Visitors may run by passing the general Technical Inspection or at the discretion of the B.O.D. A visiting car owner or driver is required to have a copy of the "RMLSA Competition Rules and Regulations" book and comply with the rules and regulations set forth.

Points: Visitors do not receive points.

Payout: Visitors must pass tech inspection to receive a payout.

Other

Officials reserve the right to prevent any individual from participating in any RMLSA event.

Infraction of a rule or rules may result in exclusion or expulsion for the event or in extreme cases, suspension or expulsion from RMLSA.

An entrant whose car is barred or who intentionally presents the car for a recheck without the specific corrections made to the satisfaction of the Technical Inspection Committee shall be disqualified from the event.

SAFETY EQUIPMENT

Drivers

Raceceivers: Raceceivers are mandatory at racetracks that require them.

Arm restraints: A single disconnect type buckle is required. Arm restraints shall be adequate to keep the drivers hands below the top of the roll cage.

Helmets: Snell SA2005 or better is required. ***It is recommended to have the newest Snell SA rating available.*** No Snell M rated helmets will be allowed. (Motorcycle)

Fire Suit: Approved 2 layer NOMEX or equal fire suit. (Single layer suits must have NOMEX underwear.)

Gloves: NOMEX racing gloves

Head sock: NOMEX head sock or skirt

Neck Collar: Required. HANS type safety device recommended.

Shoes: NOMEX required.

All safety equipment will be inspected. No equipment will be allowed if there is any excessive wear, tears, fraying, etc. as determined by Tech inspector.

Cars

Seat: Seat must be an aluminum race seat. Fiberglass or homemade seats are not allowed. A five point, 3" lap belt, shoulder harness and sub belt system are required. Seat must be bolted to the chassis with a minimum of four (4) 5/16" grade 8 bolts with lock nuts. No Dzus style fasteners will be allowed.

Seat Belts: Use of SFI approved 5 point safety belt with 3 inch lap and shoulder harness is required. Belts must be attached to car in a safe manner as approved by the technical directors and may not be over three (3) years old.

Fuel Shut Off: All cars must be equipped with a fuel tank shut off valve that is easily accessible to the safety crew. Fuel valve must be clearly marked to show the fuel OFF position. An electrical fuel pump shutoff switch for EFI controlled cars and a mechanical fuel shutoff valve for CFI controlled cars must be located in the cockpit.

Padding: A shock absorbent padding designed for race car application must be affixed to roll cages in all areas which may come in contact with the driver's head. Pipe insulation foam is not allowed. ***Cars equipped with full containment seats are not required to install roll bar padding. It is at the discretion of the car owner.***

Cage Net: Cage nets on the right side of cage are required. Cage nets on left side are recommended. Cars equipped with correctly mounted full containment seats are exempt from the

requirement for a cage net. Full containment seats shall be mounted with a minimum of 4 - 5/16 grade 8 bolts with lock nuts.

Rookies: Novice drivers must place a brightly colored streamer (preferably Day Glo orange) on the rear of the roll cage of the car and will start at the back of the field for five main events. After five completed main events the B.O.D will determine if the "rookie" flag will remain on the car. Should the B.O.D determine a driver is still in rookie status, the driver will be evaluated on a race by race basis. When the B.O.D determines such driver has proven car control they will remove the rookie status and flag.

Other: Each car must have a CO2 or dry chemical type fire extinguisher in good working order in the pit area.

SPECIFICATIONS

Chassis

Frame: Frame must be constructed in a design resembling the traditional mini sprint/midget chassis. No roadster type chassis' allowed. No micro sprint or modified midget chassis' allowed. Chassis must be an "upright" chassis. Any radical chassis design must be pre-approved by the Board of Directors. Chassis must be of good quality material and workmanship. Fabrication of critical parts and there mounts must be welded. No brazing! Critical parts are identified as follows: frames, fuel tank, mounts, bumpers, nerf bars, front axle, steering mechanism, and engine mounts.

Roll Cage: All cars must have four point approved roll cage. Construction should be either .120 mild steel or .095 chrome molly tubing (Tubing thickness). The top of the drivers helmet must be below the bottom of the halo tubing as he or she sits in the car. Any newly registered car's roll cage must be a minimum of 1 1/4" OD.

Firewall: There must be a metal firewall between the driver and the engine compartment.

Nerf Bars: All cars must be equipped with rear wheel nerf bars. The right rear nerf bar can't extend beyond the outside edge of the right rear tire. Nerf bars must be securely mounted.

Bumpers: All cars must be equipped with bumpers. Front bumper must be high enough to prevent going under another car. The front bumper must extend forward of the tires. No "pretzel" type front bumpers allowed. Front bumper must be replaced before the next race if it is collapsed more than 1.5 inches. Rear bumpers should be high enough and strong enough to accommodate a push truck. No open "Hook" is allowed to extend below the bottom loop of the bumper. Any extension below the bottom loop of the bumper must be closed.

Wheel base: Between 66-76 Inches.

Weight:

Minimum weight of 925 pounds with driver for non-wing shows and 950 pounds with driver for winged shows. ZX12 engine cars must weigh 1025 pounds with the driver non winged, and 1050 pounds with the driver winged. Any weight added will be bolted or attached permanently to the car, to the approval of the Technical Inspector. Bolts will be a minimum of 3/8 of an inch in diameter **and grade 8. Weight can be located on the front or back side of the motor plate, between left and right frame rails, no higher than the bottom of the seat and forward of the rear axle. Any weight added will be painted white and will have car number to which it belongs on it.** All cars will be weighed for compliance with the current rules prior to competing for the first time.

600 CC Cars: Minimum 825 pounds with driver. Any weight added will be bolted or attached permanently to the car, to the approval of the Technical Inspector. Bolts will be a minimum of 3/8 of an inch in diameter **and grade 8. Weight can be located on the front or back side of the motor plate, between left and right frame rails, no higher than the bottom of the seat and forward of the rear axle. Any weight added will be painted white and will have car number to which it belongs on it.** All cars will be weighed for compliance with the current rules prior to competing for the first time.

Wheels: Rim diameter: 13 inches.

Tires: The RMLSA has an open tire rule, any manufacturer or compound is allowed. Tires shall be new or in good condition with no apparent flaws.

Engine:

Technology: In line motorcycle engines are to be used. No two cycle engines allowed. Displacement is limited to 1202cc (+/-¼%: 1205cc maximum).

Intake: All engines must be naturally aspirated. No turbo charging or supercharging is allowed. Carburetor and injection modifications are allowed to run methanol, ethanol, or gasohol.

No aftermarket Traction Control of any kind is allowed.

Ignition Switch: All cars must be equipped with a positive ON/OFF switch for the ignition. The switch must afford easy access to the driver and safety crew and be clearly marked ON/OFF.

Starter: All cars must be self starting by the driver from the cockpit.

Battery: Battery must be securely fastened.

Location: No rear engine cars allowed.

Exhaust System: The exhaust pipe must extend outside the body of the racecar. It shall not be directed toward the fuel tank. Mufflers are required.

Radiators: Radiators or oil coolers must be mounted in the engine compartments. They cannot be mounted behind driver. No glycol based antifreeze allowed.

Drive Train

Final Drive: Car's final drive must be chain. Front wheel or all wheel drive is not allowed. All cars with an internal chain must have a metal chain guard that extends from the firewall to the back of the seat. A chain guard is recommended for cars with an external chain.

Body Works

Belly Pan: All cars must be equipped with a suitable belly pan extending from firewall to below the drivers seat. It will be from frame rail to frame rail.

Body: Cars must have race bodies resembling the traditional mini sprint/midget car. No roadster type bodies allowed. Any radical body design must be pre-approved by the Board of Directors.

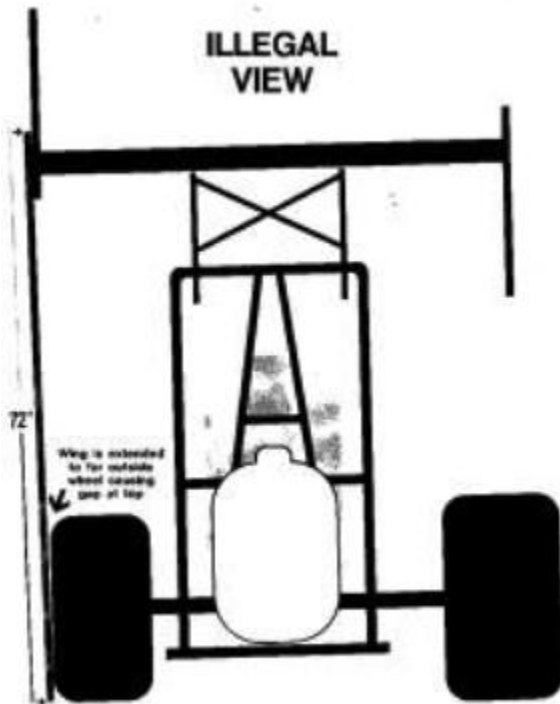
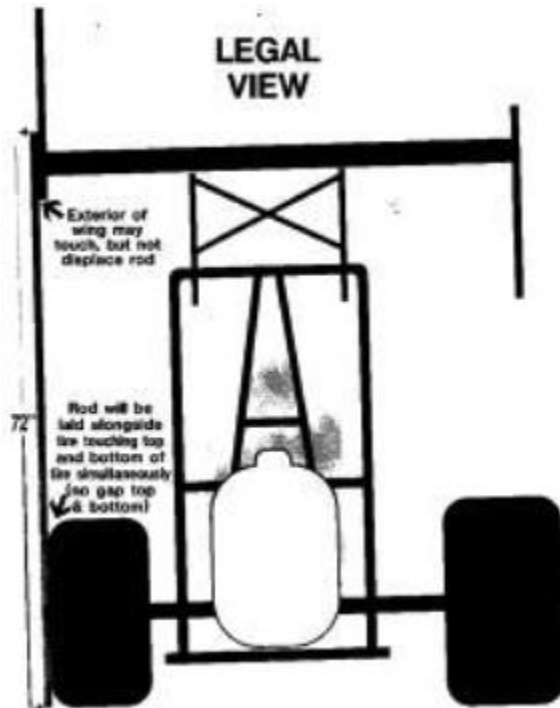
Paint: Cars must be painted and numbers in contrasting colors so as to clearly visible. Cars must be painted. If damaged, the car must be repainted.

Numbers: All numbers must be at least 10 inches high. They must be clearly legible on both sides of the tail and on the hood. The number is one or two digit numeric. An alpha character may be added to a visiting car to prevent duplication or for those who were paid members during the 2011 merger. Previous years numbers must be registered no later than 7 days following the rules meeting in order to retain that number. Numbers must be approved by the Technical Inspector.

Wings:

Top (Cage) wings are mandatory during winged races. Top wings cannot exceed 16 square feet and cannot extend beyond the width of the tires as measured by placing a straight bar at the lower outside sidewall of either rear tire and extending the bar vertically to touch the upper outside sidewall of that rear tire. The top wing must not touch the bar or disqualification and loss of points for that race will result. The only exception to this rule is that if the car was involved in an on track incident in that race that may have change the original position of the wing. This is considered a safety issue and will be dealt with very seriously. Nose wings are acceptable. No plywood or Plexiglass will be allowed.

Cage wings and nose wings are prohibited during non-winged races.



Glass: No glass is allowed on the racecar, with exception of gauge faces.

Mirrors: No mirrors allowed on the racecar.

Fuel System

Fuel Tank: Must be a SFI rated fuel cell or USAC approved bladder tank. There is no specific fuel tank size. Fuel tanks must be protected and securely fastened. It must pass Technical Inspection.

Fuel Lines: Must be designed for fuel systems. Copper, plastic or vinyl lines are not allowed.

Fuel: Gasoline, gasohol methanol, or ethanol is allowed for fuel. No nitrated or oxygen inducing chemicals allowed on the car or in the fuel tank. No nitro or nitrous oxide allowed.

Leaks: Leakage of fuel will not be tolerated and shall be cause for disqualification

It is recommended that a sticker with the letter "A" or the word "Alcohol" be placed on the fuel tank shell for cars running methanol and a sticker with the letter "G" or the word "Gasoline" be placed on the fuel tank shell for cars running gasoline.

Brakes:

Location: All cars must be equipped with a foot operated brake pedal allowing the driver to maintain two hands on the steering wheel at all times. The system must be capable of sliding the rear wheels on a paved surface.

Suspension

Front Axles: A solid front axle must be used.

Spindles: Aluminum shank spindles are not allowed.

Rear Axles: Aluminum rear axles shall be made of heat treated 6061 T-6 or stronger material.

Suspension: All wheels must have suspension components. No solid axle to frame hook ups. No suspension adjusting devices from the cockpit are allowed. Dial-A-Jet, brake proportioning valve, and wing sliders are allowed.

Hardware: Grade 5 or stronger bolts must be used on all suspension and steering parts.

TECHNICAL INSPECTION

Preseason

Members of the Technical Inspection Committee shall examine each race car.

It will be the car owners' responsibility to assure compliance with the safety rules and specifications. Lack of cooperation with the Technical Inspection Committee will be reason for disqualification at the B.O.D's discretion.

Every car owner will sign an affidavit stating that your engine is legal and conforms to all our rules and specification for that year.

The general technical inspections shall include the following:

Safety Equipment

- Driver
- Car

Specifications

- Frame
- Roll Cage
- Fire Wall
- Nerf Bars/Bumpers
- Wheel Base
- Track
- Weight

Wheel Diameter

Engine Displacement - Engine displacement will be checked only on engines that are over 1000cc stock production. They will be sealed or marked to show they have been tested.

Body Works

- Belly Pan
- Numbers

- Glass/Mirrors

Fuel System

- Fuel Tank
- Fuel Lines

Brakes

Suspension

All cars passing technical inspection will be issued a RMLSA decal which is to be displayed on the right upper roll cage bar.

The inspection results shall be recorded and completed inspection forms will be submitted to the Secretary. Any appeals shall be to the B.O.D.

Failure to pass Technical Inspection:

Members: Members are given until the next race to correct any violations found during technical inspection. They can participate in the event and receive points. The issues must be corrected by the next event.

Visitors: Visitors that do not pass technical inspection will not receive any payout.

Post Race

The two Technical Directors will manage the post race inspection. Only those individuals directed by the Technical Directors will be allowed in the impound area. No other competitors or members are to be in the impound area.

The top 5 cars in the main event must go directly to an "impound" area. The "impound" area will be determined before the race begins. Not stopping at the impound area will result in moving the entrant to the last finishing position for points and money for that night. Only the driver and one other crewmember is allowed for each car in the impound area.

Items 1 and 2 will be accomplished during every post race inspection on all of the top 5 finishers.

1. Tech Sticker, and Car weight. These are go/no go rules without any allowances.
2. Wheel Base, Wing Position.

The winner will draw 2 pills from the top 5 finishing cars and those 2 competitors fuel will be tested.

The findings of the post race technical inspections are not subject for review, and are final. The items checked are go/no go and are definitely black and white. These items are not subject for B.O.D. review protest or appeal.

By entering a race, each competitor agrees to submit to post race technical inspection

POINTS PROGRAM

Show

Each car will receive 5 points for entering the event.

Heat races

The winner of the each heat will receive 50 points. Each position after that will be reduced by 2 points per position.

Main Event

The winner will receive 100 points. Positions 2 through 10 will be reduced by 4 points per position. Positions 11 through 20 will be reduced 3 points per position. Positions 21 and higher will be reduced 2 points per position.

Season Standings

The RMLSA has adopted the use of a “throw away” event. Each RMLSA competitor will “throw away” the lowest point total for any scheduled RMLSA date whether they competed in the race on that date or not. This rule is intended to allow all competitors the chance to either miss one race due to other obligations or throw away their lowest points night due to a wreck or mechanical issues and still have a chance to run for the championship.

Owners Championship

A separate set of point standings will be kept for car owners.

Hard Charger

A separate passing points award, call the Hard Charger Award, will be awarded for the car that passes the most cars in an entire season. This is based on feature starting position and feature finishing position. 1 point awarded for each position gained.

PAYOUT

Club

3% of the purse goes to the club for expenses.

Heat Races: Heat Races do not pay.

Race Money

97% of the purse will be divided up depending on the results of the main event.

Main Event

The winner of the main event will receive \$300.00 based on a 15 car field. The remaining positions will be determined by size of purse for each event. Each driver will receive \$40.00 for starting the main event. Any additional payout that is received from race sponsors will be dispersed in the most appropriate manner as determined by the B.O.D.

Shortened Events

The club will pay per the above schedule should an event be declared complete before all of the races are run. The moneys for the races not run will be added to the show money. The payout will be based on the results of the new event if the event is stopped and rescheduled.

Changes to Payout

The B.O.D. reserves the right to change the payout schedule at any time.

RACE RULES**Lineups:****Heat Races:**

A minimum of four (4) cars must be in a heat. One heat will run if there are less than eight (8) cars total.

The "First" heat will consist of the odd number qualifiers or pill draws of the field.

The "Second" heat will consist of the even number qualifiers or pill draws of the field. Plus one if required.

A third heat will be added if there are 21 or more cars.

All races will be set up in the following manner:

A Pill Draw for all heat races.

Late arrivals will be added to the back of the last heat race.

Any driver may elect to start at the back of the race.

Lineup for heat races by pill draw will be straight up.

B Mains:

A "B" main will be run if there are 23 or more cars. B-Mains will be lined up "HEADS UP" with the highest finishing non-qualifiers to the front.

Main Event:

No more than 22 cars will run the main event.

The top 18 cars, 6 from each heat race will automatically transfer to the "A" main when 3 heat races are necessary.

The balance will run the "B" main.

The top 4 from the "B" will transfer to complete the 22 car field for the "A" main.

The invert for the main event will be determined by the results of the heat races. The first week of the season, the feature is lined up heads up by the heat race finishes. After week one, the top four finishers in each heat qualify for the feature invert. All heat race 5th place and back will start the feature heads up behind the invert. The invert qualifiers will be lined up inverted by feature race points average with the zero points average cars lined up heads up behind those with a points average. The 4 that transfer from the "B" main are not eligible for the inversion. They will start at the rear of the "A" main in the order of finish from the "B" main behind the 5th and 6th place heat race finishing cars.

During the lineup at the start of the race, if a car fails to make the lineup, remaining cars will move straight forward to fill that position. All cars will hold their original position until the Starter tells them to move up. If a car fails to move up properly, it will be moved to the back of the field by the starter.

DNS: Each driver must be ready when their event is called. If not ready, they are out of that event.

Car or Driver Change:

The driver who qualifies a car must drive it in the first event it is qualified for or the car will start at the back of the appropriate heat.

If the driver changes cars between qualification and the heat race they will start at the back of his/her heat.

If a driver changes cars before the heat race they will maintain their starting position in the main event. If a driver changes cars after the heat race they will they will start at the back of the main event. If a driver did not qualify through the heat race they will start at the back of the main event unless there are 22 cars already qualified for the main event.

A driver change will be permanent for the night.

Races

Starts: All starts will be rolling/flying starts unless specified otherwise. The pole car is allowed to set the pace. If in the opinion of the starter, the pace is too slow, the Starter may speed up the pole setter. The same applies if the pace is too fast. If the driver disregards the Starter's direction he will be put to the back of the field. All cars must hold their positions until the green flag is waved.

Starter/Flagman controls the event. All drivers must watch and obey the Starter/Flagman. In the starting or re starting of a race, when the Green Flag is given, passing is permitted at any place of the track.

Re-Starts: A caution that occurs in the first lap in any event will constitute a new start. Car or cars causing and/or involved in causing the Yellow/Red (RE-Start) Flag to be brought out will start in the rear. If a second restart is necessary the lineup will be single file according to the original lineup except for the car or cars that are the cause of the restart. They will start at the back of the field.

A car may return to the pits during a yellow or red flag. It will be allowed to return to the race if at the gate prior to the "one lap indication by the Flagman.

Shortened races: Any race that has gone two thirds (2/3) or more of the total laps shall be declared official and complete, if, in the judgment of the Starter/Flagman, the track is unsafe for further competition.

A driver whose car is disabled before it reaches the finish line may not push or carry the machine across the finish line and be considered as having completed the race.

ACCIDENTS

Any competitor who is involved in an incident that results in a red flag condition will be placed at the rear of the field for a restart, or placed in the last place finishing position, if the race is declared final.

If the car is deemed safe, it may finish that race, if it can return to the track prior to the "one lap till green" signal by the Flagman. A Car is determined to be "flipped" when its cage or upper most part of the chassis touches the ground.

If for any reason a driver is forced to stop their car on or near the course during an event, it should be their first duty to place the car in such a manner as to cause no danger or obstruction to other competitors.

DNF: Cars dropping out after the Green Flag will be awarded finishing positions base on the number of laps completed.

All cars that take the green flag will be awarded points for that race.

If a car does not complete the first lap and cannot re-start, they will receive last place points.

If more than one car cannot restart they will be placed with respect to their starting position.

Other

If during the process of a race, a driver inadvertently leaves the course with all four wheels off the track, he/she must rejoin it at the nearest possible point compatible with the safety of himself/herself and other competitors without improving their position.

Any car liberating excessive oil, water, smoke or fuel shall be black flagged from the track.

No passengers are allowed in or on the racecar either during practice or in the pits.

Drivers should signal by raising a hand, if they intend to stop, pull off the track or suddenly change their course of normal racing pattern. Signals to the pits are discouraged.

Drivers may be given a Black Flag and/or discipline by the B.O.D for foul driving, intentionally cutting the mark, unnecessary bumping, crowding, chopping, banking, charging the corners, jumping the start or rough driving.

The racing surface is from the Yellow line to the wall. If a driver goes under the yellow line with their left side tires to advance their position will be penalized 2 finishing positions. (Example car #1 passes under the yellow line and finishes 2" after the penalty he will finish 4th).

On arrival at the track, signing in with the pit office should be the first thing done to insure proper insurance coverage.

No race will be run until a driver's meeting has been held to explain the procedure decided upon by officials. Officials shall decide race procedure (e.g., the number of laps per heat, trophy,

speed, and main event) on the day of the meet. It shall be determined by the field of cars entered and by the requirements of the particular situation.

PIT RULES

All drivers and any other individuals entering the pit area must sign a waiver of liability release and purchase a pit pass before being allowed to use any RMLSA tracks.

Current pit passes for that event only must be in visible sight of the track officials.

Any person within the jurisdiction of the track who at the track at any time uses improper language to an official shall be subject to immediate suspension. The length of the suspension will depend upon the degree of the offense. The B.O.D will make the decision of the length of the penalty.

Any person at the track at anytime causing a disturbance or causing bodily harm to or strikes, pushes or shoves any person shall immediately be suspended and fined \$100.00. The driver of the car of whom the person is associated with shall lose all points and monies for that event, and shall be disqualified for the remainder of the event. The driver cannot resume competition until said fine is paid in full.

When entering or leaving the pit area, the driver must use due caution. Speeds in the pit area will be SLOW! (5mph or less) Anyone violating this rule will be subject to fines. The B.O.D will determine amount of the fine.

Any entrant disposing of fuels or lubricants in the pit area or the course area by pouring or spilling such fuels or lubricants upon the ground may be subject to expulsion from the pit area.

PROTESTS

Eligibility:

Only club officials or driver/owner of a car can protest another car in his class. The protestor must specify the part of the event or car you are protesting (i.e. finish order, engine, weight, or fuel only).

Method:

Protest must be submitted in writing within 15 minutes of the post race tech occurrence to the B.O.D., who in turn will pass it along to the President. The protest must state which rule was broken.

Event Protest: A \$30.00 cash protest fee is required, given to the President.

Car/Engine Protest: A \$100.00 cash protest fee is required, given to the President.

Responsibility: The Technical Director and one Board Member will determine the legality of the car. The final decision will be made and enforced by the Technical Director.

The owner/driver is responsible for removing parts to be inspected.

Resolution: Protests may be settled at the track if the proper equipment is available. If a protest cannot be settled at the track, the club will seal the engine. If the seal has been tampered with in any way at the time of inspection, the car owner will lose the protest.

Protest Stands: The protester will receive their money back. If the car is found to be illegal or if the owner/driver refuses to allow the inspection, he will lose points and monies for that event.

Protest Fails: The \$30 will go to RMLSA or the \$100 will go to the car owner under protest.

Protest Penalties

Chassis: Owner and Driver shall forfeit all monies and points earned for that race event. Second infractions, owner and driver shall forfeit all monies earned for that event and all points earned for the season to date.

Engine: Owner and Driver shall forfeit all monies for that race event and all points earned for the season to date. If you do get caught, through a tear down process, you will pay a \$1,000 fine and a forfeiture of all points for the year.

RACE OFFICIALS

Pit Steward:

The Pit Steward is that official having charge of the pit area and any officials working in this area. He/She shall keep all unauthorized personnel out of this area and report any irregularities or violations to the President. Additionally, the Pit Stewart shall ensure that competition is conducted fairly with no unnecessary delay; keep and maintain a scoreboard in the pits for the benefit of owners and drivers; and perform other duties related to ensuring fair and safe completion of races. This position is normally provided by the track.

Chief Scorer:

The Chief Scorer is that official in charge of scoring. He/She shall keep the starter informed of position, laps completed, finishing positions and other matters related to scoring. Upon completion of a meet, the tapes, and fact sheets will be given to the Secretary. This position is normally provided by the track.

Starter/Flag Person:

The Starter is that official having complete charge of the flags. Their flag signals are to be obeyed without exception. This position is normally provided by the track.

Timer:

If a timing device or stopwatch is used, the Timer shall keep all records of qualifying runs and make a permanent record of them. The Timer shall not give out times to any person other than the Pit Steward or Track Announcer. The Timer shall be responsible for the timing equipment. At the end of the time trials, if any, all times shall be given to the Pit Steward. A copy of the qualifying runs will be given to the Secretary. This position is normally provided by the track.

Technical Inspection Director:

The Technical Inspection Director will direct a committee of not more than two members who have a good understanding of mini sprint race cars, RMLSA rules and a general knowledge of mechanics. They are responsible for checking all cars for compliance with any safety rules recorded in this rulebook.

Conduct of Officials:

An official will make certain that he/she conducts him/herself at all times in such a manner, in performance of their duties, that he/she will command the respect of all drivers, car owners, other officials and the racing public. It is a foregone conclusion that a good official will command the respect of all concerned. In the heat of competition, tempers and judgments (especially of the drivers and car owners) may get out of control. It is imperative that the officials keep this utmost in their minds and that they do not allow their conduct to get out of control at anytime. When the heat of competition cools, experienced officials know that sensible judgments and pleasant personalities quickly return. Those participants that do not return to being good sports usually warrant very little, if any further consideration. An official will show no partiality in the interpretation of the Rules and

Regulations:

An official will, under no circumstances, misuse the authority vested to him/her.

An official will present him/herself properly by being neat, courteous, considerate and well mannered to all, not only to participants and other officials, but to spectators whenever he/she may come in contact with them.

An official will be polite but firm in performance of their duties.

All officials must be qualified and familiar with all rules and regulations.

FLAGS

Flag Signals:

Green Flag: Start; course is clear

Yellow Flag: Caution – reduce speed immediately and maintain your position

Red Flag: Stop – race is halted

Black Flag: Stop next lap at pits for consultation

White with Red diagonal stripe:

Ambulance or emergency vehicle is on the track – proceed with utmost caution

Royal Blue with Orange diagonal stripe:

A lapping driver is attempting to pass; give him consideration

White Flag: The leader is commencing his last lap

Checkered Flag: You have completed the race