



Modified Midgets of New Mexico, Inc

2008 Operating Procedures

Purpose

- To ensure the safety of drivers, pit personnel and spectators.
- To assure each participant a fair decision in the case of dispute.
- To improve the performance of Modified Midgets of New Mexico, Inc.
- To contribute in every way toward improving the caliber of automobile racing.

Procedure and Rules

- A. Membership and voting rights
- B. Sanctions, classes, and car specifications
- C. Tech Procedures
- D. Pit passes and conduct
- E. Race program procedures
- F. Lineup procedure
- G. Governing rules and interpretations
- H. Safety approval

MMNMI officials may penalize any participant breaking any of these rules

A. Membership and Voting Rights

1. Membership dues are \$50.00 per driver, per racing season and are non-refundable.
2. **Minimum age is 14 years old unrestricted, 12 years old with restrictions.**

For the safety of all of drivers, restrictions are recommended as follow:

12 and 13 year old drivers will be decided on a *case by case basis and there is no guarantee that the driver will be allowed to race*, but they will be allowed to practice with the club at open practices and during hot laps on race nights. They will not be allowed to race or practice at tracks that have a 14-year-old minimum age limit.

Restrictions; Drivers have at least 2 years prior motor racing experience, i.e.; quarter midgets, go karts, or motor cycles and must pass a driver test of no less than 20 laps alone and no less than 20 laps with at least 5 other cars on track. Driver needs to demonstrate ability to control car at racing speed with other cars on the track. A panel of experienced drivers will be assigned by the board of directors to watch driver and decide if driver's ability is safe enough for competition.

Upon approval for competition, the restricted driver will start at the rear of the field in each race they start in for at least 3 full race nights.

If the driver shows the inability to control their car in a manner that is considered unsafe by the appointed driver's committee and the board of directors (and/or race track), they will not be allowed to race until they get more practice and go thru the driver tests again.

Restricted drivers are required to wear a head and neck restraint system, such as Hans or Hutchins.

Restricted drivers cars are required to have fuel cells with bladders, (bladder tanks). And may only run stock engines; no multi or modified engines are allowed.

12 and 13 year old drivers are considered restricted drivers until they are 14 years of age.
A birth certificate may be required to prove age.

Some tracks will at their discretion let restricted drivers compete if the driver has their own liability insurance. Those tracks will be noted on the schedule at the beginning of the season, and *a copy of insurance is required to be submitted to the racetracks prior to competition*, by car owner or responsible adult. A copy will also be required to be submitted to the club in advance of races and kept on file only, and must state MMNMI or its members are not liable in anyway.

3. **Membership dues must be paid by the second race of the driver.**
4. One vote is allowed for each registered and paid member in good standing.
5. Driver must be a member of MMNMI to be eligible for year-end awards provided by MMNMI.

B. Sanctions, Classes and Car Specifications

WE WILL NOT BE SANCTIONED BY THE NATIONAL MODIFIED MIDGET ASSOCIATION (NMMA)

1. There will be only one class of modified midgets recognized.
2. Modified cars and Stock cars will race together.
3. Stock cars must weigh a minimum 750 lb at the end of the main, including driver. (Injected motors on gas will be considered stock).
4. Modified cars must weigh minimum 825 lb at the end of the main, including driver.
5. Top 3 or 5 cars (depending on the car count) will be weighed immediately after both the heat and main event. It is recommended that all cars weigh before races and have documented.
6. Cars that do not weigh or do not make weight will be disqualified and will lose all points for that race night.
7. All cars must pass a safety inspection by the Tech Director each season before they will be allowed on the track and random inspections will be performed as deemed necessary.
8. All cars must have legible numbers in contrasting colors on both sides of tail and on the nose. Minimum on the nose is 8", and 10" on the tail tank.
9. **Seats Belts and Restraints:** All cars must be equipped with 3" 5-point restraint belts with manufacturer's date stamp of no older than 3 years. Seat belts must be securely attached to the car and used at all times. Metal to metal latches only, 5-point seat belts, shoulder and sub straps are required. Arm restraints are mandatory and must be adequately adjusted to keep drivers hands below the top of the roll cage.
10. **Helmets and Neck Restraints:** must be full head coverage competition type and one of the two latest SNELL approvals and be SNELL SA rated. Neck braces or head and neck restraints, and SFI rated gloves are mandatory.
11. **Racing Suits and Shoes:** All drivers must wear fireproof suit (2 layer suit or single layer suit w/ Nomex underwear), and SFI rated shoes. All racing suits and shoes need to be in good condition.
12. **Chassis:** Roll cage shall be a minimum of 1 ¼" .065 wall thickness chrome moly or .083 mild steel. The front section of the cage shall be no further back than the steering wheel. Roll cages shall have sufficient fore and aft bracing to support the weight of the car and driver in case of an upset. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least 3" radius. No square or pointed corners allowed. Roll cage must be a minimum

of 3” above the driver’s helmet. It is mandatory to install a cross bar behind the seat to support the shoulder harness.

13. **Bumpers and Nerfs:** Car must have bumper extending beyond the front and rear tires. Nothing may extend beyond a tangent line from the outside edge of the tires or wheels which ever is widest. No sharp corners or design as to hook or damage other cars. All cars must be equipped with nerfing bars. Nerfing bars must extend to inside edge of tires but not beyond the outside of tires.
14. **Bodies:** All cars must have complete bodies resembling a traditional midget / mini sprint car. No roadster type bodies. Tail sections must be in place at all times car is on racetrack. There must be a firewall between driver and engine made of 24-gage steel or .0625 aluminum. Body of car must be made of aluminum, metal, fiberglass, or high impact plastic. No rear view mirrors. The only part of the car to dismantle for driver to enter or exit is a quick release steering wheel. Mudguards and sun visors can be no more than 10” from top of roll cage. All mechanically operated devices must be mounted below driver’s shoulders.
15. **Transmissions:** Stock engines must have all gears in working order. Shift levers must be mounted inside of the driver’s compartment.
16. **Ballast:** All material used for ballast must be bolted or permanently attached to the car. No loose ballast will be allowed.
17. **Engine:** 4-cycle multi cylinder engine that was run in a 600cc class motorcycle. Stock engines are those that were run as they came out of the motorcycle with no modifications and all alternator parts still in engine. Carburetors must be stock or flat sliders and can be converted to methanol. Fuel injection engines are allowed to convert to alcohol (or use gas), with stock ignition box and after market mapping system. Any exhaust or air cleaner can be used. Modified engines are allowed to run any fuel injection, carbs, and ignition or timing advancer. Stock engines are not to exceed 636cc.
18. **Electrics and Electronics:** On/Off switches must be at top of dash or on steering wheel. On/Off switch must be functional. No radio communication is allowed with car or driver.
19. **Battery:** All wet cell batteries mounted in the cockpit area must be covered and vented outside the cockpit area.
20. **Fuel:** Gasoline, ethanol, or methanol may be used. No nitrating or oxygen inducing chemicals allowed. No nitro, nitrous oxide, etc.
21. **Suspension:** Width is 50” maximum, 32” minimum center to center of tires. Wheelbase is 70” maximum, 50” minimum center of front axle to center of rear axle. A solid or tubular tie rod must connect front wheels. Some type of locking device, except wheel nuts, must secure all suspension bolts. Rear wheel drive only is allowed.
22. **Shocks:** Any shock absorbers are allowed.

23. **Brakes:** Brakes will be of sufficient strength to slide rear wheels while the car is in motion at any giving time.
24. **Tires and Wheels:** Tread width maximum 50 inches center of left rear to center of right rear. Tires compound is at the discretion of each driver unless stated differently at track. Wheels must be held on with 4 or more standard lug nuts or knock off hubs. Cutting or siping of tires are at the discretion of each driver.
25. **Chain Guards:** Chain guards are required at all times to be covering the chain. Chain guards will be made of .090 aluminum or its equivalent. Chain guards will be on top of the chain from front sprocket to rear of cockpit opening. Driver must not be able to touch chain or sprocket.
26. Wings will be used at the discretion of each driver at tracks that allow them.
27. Maximum size of wing is 16 sq ft.
28. Cockpit adjustable equipment is allowed.
29. All cars and drivers will comply with the rules above and rules implied by the track. At out of town tracks with different rules, the stricter rule applies for that race.
30. **Protest rule:** Protest will be in writing, no later than 30 minutes of the end of our main by a driver that starts the main and can remain anonymous (except to the committee).
 - Protests will be addressed that night immediately after receiving the protest in writing and \$200 protest fee; cash, money order or certified check only.
 - Owner with Tech and/or Board present will pull out engine. Engines only will be impounded until teched by a teardown facility.
 - If engine is found legal: \$100 to teardown facility and \$100 to car protested.
 - If engine is found illegal: \$200 protest fee goes to protester and owner is fined \$500 (\$400 goes to club, \$100 goes to teardown facility). Driver loses all points up to that race and is not allowed to race until fine is paid.
 - Non-engine protests will be addressed after the race with the board members. (Re: C7)
 - **Refusal to comply with protest will be considered a violation of the Protest Rule and car owner will be fined \$500, that night's driver will lose all points of the season & both will not be allowed to race until fine is paid. All monies will go to the club.**

C. Tech Procedures

1. The Tech Director will enforce the MMNMI safety rules as established and as foreseen. This is for the safety of all our drivers. He has complete authority to tech a car as many times deemed necessary in order for it to be in compliance with the rules.
2. The Tech Director has the authority to grant short-term extensions on a case-by-case scenario.
3. A Tech sheet will be written for every car that races with our club. It will have stock or modified, and all tech information. It will need to be signed by the car owner, before being allowed to race.
4. The committee will back up all tech decisions and if not complied with then the Tech Director has the authority to disqualify you from racing due to safety concerns. Tracks will have this information available to them if you refuse to comply.
5. Failure to comply will disqualify you from racing 2 races and until car is teched and rated safe and in compliance with the rules.
6. Please remember these rules are for everyone safety.
7. Tech disputes will be handled at a later date not during or after the race, with the car owner, Tech Director and the Committee present.

D. Pit Passes and Conduct

1. All car owners, drivers, pit crew and anyone else who wishes to enter or stay in the pits during the races must buy a pit pass and sign the insurance waivers at the pit gate or designated place.
2. Fees for pit passes are usually \$25 and are non-transferable.
3. Minimum ages in pits are determined by track.
4. All registration fees must be paid before racecar is permitted onto racing surface.
5. Pit pass bracelets will be issued at all tracks and must be worn during all race programs.
6. No unauthorized personnel or personnel not signed on the insurance waiver will be allowed on racing surface or in the infield during any racing programs.
7. Drivers are responsible for any and all crewmembers he or she has present. Any problems or issues are to be brought to the committee's attention, no approaching the track officials.

8. Proper conduct is expected of all that are in the pit area or at the races. Fighting or misbehavior of any kind **will not be tolerated**. Anyone caught will face automatic expulsion from the property for a period of one year with no exception.
9. No open alcoholic beverages or drugs will be allowed in the pits during racing events. Anyone caught will face automatic expulsion from the property and club for one period year without exception.
10. **Anyone failing to comply with the above stated requirements would be subject to suspension.**

E. Race Program and Procedures

1. **All drivers and pit personnel must attend the mandatory pit meeting each racing night. Drivers who do not attend for any reason will start scratch for the entire night and receive no points for that racing event.**
2. If necessary, all drivers must help pack the racing surface. All drivers who fail to meet this requirement will start scratch for the entire night and receive no points for that racing event. Exceptions allowed only by the president or vice-president.
3. Heat races will be 10 laps; Main races will be 20-25 laps.
4. 1st race line up will be by pill draw for both heat & main. #1 pill will start in front on poll, highest pill in rear. Subsequent races will be lined up by finishing average in main, with highest average starting in rear of field in both heat and main. (Subject to change according to track rules).
5. Anyone without a finishing average will start scratch until they have finished in one main event and set their average. At any race where there are not enough cars for at least two heats, then the line up for the heat will be the same as the main.
6. Points for MMNMI will be determined by heat and main finishes. Payouts for all races will be mailed within a week.
7. Drivers not in the staging area when the field pulls out for the main, will not race.
8. All rookies as determined by the MMNMI Board will start scratch for a period of at least 3 complete races and must have a rookie flag attached to the rear of car. Board will decide when they can start at their earned spots.
9. The initial start of the race will occur as the leader comes out of turn 4. All restarts will start on the front straightway at the leader's discretion between the end of turn 4 and a cone located half way down the front straightway. No one may pass before the cone; anyone passing the cone or hitting the cone will go to the rear of the field.
10. Helmets, seatbelts, arm restraints and shoulder harnesses will be worn when the car is under power, whether on the track surface or in the pit area.
11. Track flagman will have complete control and authority of the race. All flags, warning and disciplinary actions must be followed immediately. Any one that disobeys will be suspended for 2 races.
12. Under no circumstances should a driver dispute or willfully disobey the track flagman's decisions.

F. Lineup Procedure

Line-ups will be determined by pill draw only, heads up (#1 pill on the front row).

- For (28) cars or more: 4 heats, a semi, and a main event will be run.
- For (21) to (27) cars: 3 heats, a semi, and a main event will be run.
- For (20) cars or less: 2 heats and a main event will be run.
- These formats may be modified to accommodate unusual race conditions or time constraints.

Heat Race(s)

- 4 Heats: Top 5 cars will transfer to A-Main; top 4 from B-Main will transfer to A-Main and start at the rear of field.
- 3 Heats: Top 7 will transfer to A-Main; top 3 from B-Main will transfer to A-Main and start at rear of field.

Semi-Main/B-Main

- Non-qualified cars will compete in the semi-main event to determine line up for the main.
- Transfer cars will receive money and points for the main event only.
- Cars transferring to the main event will line up by finishing order behind pre-qualified cars.
- Semi-main Laps, (16) cars or less = 12 laps. (17) cars or more = 15 laps.

Main Event

- Line-up will be 20 to 24 cars for 25 laps unless otherwise posted at the drivers meeting.
- Cars that did not qualify to the main event may, at the discretion of the race director, be added at the back of the line-up. Any added cars will not be eligible for points.

All rookies as determined by the MMNMI Board will start scratch for a period of at least 3 complete races and must have a rookie flag attached to the rear of car. Board will decide when they can start at their earned spots.

G. Governing Rules and Interpretations

1. The MMNMI Boards of Directors, if requested, shall interpret any procedure or rules herein stated as such interpretations shall be made available in written form.
2. The MMNMI Board of Directors shall make additions to the rules when and if required.
3. Questions concerning the meaning of the rules shall be answerable by the Board of Directors.

H. Safety Approval

1. Nothing in these specifications shall be construed to grant permission to race any unsafe car.
2. Any car which safety factors are inadequate shall be barred until such conditions are corrected.
3. Each car shall be inspected and accepted by the Safety Tech., before it is eligible to race. The MMNMI Board of Directors (or its designees) shall perform inspections and establish standards of construction.
4. Those cars having restrictions against them must have said restrictions cleared before competing.