

NEIA Bump n' Run 2023 Track and Race Day Rules

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events and by participating in these events, all participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publication of or compliance with these rules. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. Board Members have the right, following the intent of the rules, to rule on any matter not definitely covered in the rules.

General Information:

- Safety is our #1 priority!
- **Unsportsmanlike conduct, abuse of officials/competitors/spectators/officers/ directors disregard for safety or track rules, any actions detrimental to racing, the company, or the company in regards to its sponsors, will NOT be tolerated.** Officials (track reps, head flagger, corner workers) are completely in charge of the race. Official's interpretation, clarification, or application will prevail upon disagreement or dispute regarding the meaning or application of the rules. Notwithstanding the foregoing or any other provision in the rules, the company may review an interpretation, clarification, or application of the rules where the official deems such a review necessary. Drivers are responsible for all actions of crew members. Drivers may be issued penalties for pit crew misconduct. Such penalties may extend to the car as well as the driver. This also applies to track officials.

Penalties for unsportsmanlike conduct/driving:

The Board of directors will review unsportsmanlike conduct issues on a case-by-case basis. Penalties assessed can be race suspension, race disqualification or removal for one or more races or the full season.

PENALTIES, VIOLATIONS, AND DISCIPLINARY ACTION:

Penalties for violation of the rules are determined by the severity of the violation(s) and its effects on fairness of competition, the orderly conduct of the event, and the interest of racing, company sponsors, promoters, and the company itself. Such penalties may include but are not limited to: disqualification, probation, suspension of racing privileges. Probation may be for a specified time period for review of the driver's conduct to determine whether a more severe penalty is warranted. A suspension may be total or it may be limited to a suspension at a particular track or tracks, or for a particular series of events, or for a specified or indefinite period. An official will use the following as **guidelines** for the imposition of penalties in the situations described below but may assess a greater or lesser penalty depending on the circumstances.

- A. Any person who performs an act, or participates in any action or proceeding deemed as detrimental to racing or the company may be subject to monetary fines, suspension, and/or loss of championship points.
- B. Any person signing the release sheet or competitor pit permit for anyone else: a monetary fine and suspension.
- C. Any person who assaults or threatens to do bodily harm to any official or persons serving under his or her direction: a monetary fine, suspension, potential lifetime suspension and/or loss of championship points.
- D. Any person, while participating in a sanctioned event, partakes of any alcoholic beverage, mind altering drug, or is any way under the influence of **alcohol or drugs**: disqualification, monetary fine, and suspension.
- E. Any person who participates in fights in the pits, track, or on the race premises will result in an automatic minimum 1 calendar year suspension.
- F. Any person involved in an assault with a weapon in the pits, track, or on the race premises: a monetary fine, lifetime suspension, and report to local police authorities.
- G. Any driver who fails to tear down/ present a vehicle for inspection when requested to do so by officials: a single race suspension, and/or disqualification, and/or suspension from the series. An officer or Board Member will be present during the tear-down.
- H. Any driver who does not obey the flag rules, the head official will issue a warning with the orange flag and the driver may be disqualified due to their actions.
- I. Any driver who intentionally causes or attempts to cause a caution condition by stopping or blocking the track in any manner or fashion: is a disqualification
- J. Any determination that equipment used does not conform to the rules: loss of starting position, loss of finishing position.

REGISTRATION:

- Cars must be inspected prior to the driver's meeting. Cars will remove / raise their hoods and rear deck lids while at Tech. All safety gear must be present during vehicle tech.
- If a driver notifies a track official that an unforeseen incident will make him late, they must be at the track when the **pit meeting starts**. The car will be inspected as soon as the meeting ends. The late-arriving car(s) will run at the end of the last heat. Anyone arriving once the pit meeting has started does not race that day. This will be a case-by-case basis. If you are going to be late you must call someone.

- Children under 18 are allowed in the pit area. Children 7 and under are not required to pay the track pit pass fee. Racers bringing their children into the pit area will sign an additional release for the children.

- Children under 18 who are in the pit area are the responsibility of the parents or legal guardian; not the track. These children may obtain a pit pass **ONLY** when accompanied by their parent / legal guardian. Racers may not sign in their children's friends or children of their own friends. Children must be always monitored by their parent(s) / legal guardian. **Racers who do not monitor and/or control their children will be removed from the race lineup and the pit area for that day. Any winnings will be forfeited.** A repeated incident at another race will result in consequences at the discretion of the Board. Each incident will be handled on a case-by-case basis.

LAPS:All laps are subject to change due to track conditions, weather, car count, etc.

Heats: 8 to 10 Laps

Feature: 10 to 12 Laps.

FLAGGERS:

- Must meet with the official 1/2 hour prior to hot laps to familiarize with the sport & rules.
- One flagger on each corner, minimum of 2 flaggers per track.
- Each flagger will have a working fire extinguisher and radio.
- Corner flaggers will throw a yellow caution flag or a red to stop a race for safety. Head flagger only will throw a black flag to disqualify or an orange flag due to a safety issue.

PIT AREA RULES:

- Pit passes distributed at registration must be always worn on the wrist while in the pit. Refusal to comply results in confiscation of the pit pass and removal from the pit.
- Pit members are limited to the driver, and two crewmembers. Additional personnel in your pit will be required to pay an additional fee determined by each track. Because of LLC insurance liability, ensure only those with pit passes are in the pit.
- All Pets **must** be on a leash and/or caged and must remain in a pit support vehicle.
- Each registered car is allowed one support vehicle. Remove trailers if required by track. Tracks must enforce the limited amount of support vehicles.
- 5 MPH speed limit in pits for **all** vehicles always.
- **No alcohol or controlled substances** in the pit area before and during races. Drivers, crewmembers, officials, or volunteers who drink before the end of all races will be removed from the pit area. Anyone planning to drive Pitman or Powder Puff may not consume alcoholic beverages prior to that race. All entry fees and winnings forfeited for anyone in violation. Track officials or volunteers drinking during races may forfeit their right to host future races. The Association may decide further penalties.
- Any officer or board member who consumes alcohol on race day will stay in the grandstands and may not have any input or be involved in any decision-making for that day.
- All pit members must be present at the PIT meeting. It is the driver's responsibility to make sure all his/her pit crew is present at the meeting. Offenders will be dealt with on a case-by-case basis. Point and/or monetary fine may be assessed.

ON TRACK RULES:

IT IS MANDATORY FOR THESE SAFETY DEVICES. ALL DRIVERS WILL NEED TO COMPLY OR WILL NOT RACE

Neck collars/brace (padded neck brace, in good condition), long pants, long sleeve shirts and leather/safety boots. Gloves are optional but are recommended. All must be worn and always fastened while on the track. Racing fire protective suits, shoes and gloves are also accepted attire.

- Repairs allowed during race only in pit area or designated repair area. No testing on the track between races.
- No work is allowed on or off the track during red flag conditions. If you leave the track during a red flag situation, you are disqualified! Do not come back onto the track. Cars leaving the track under green flag, before red flag, will line up at last position at the restart.
- Red flag restarts: If less than one lap has been completed, cars will line up in original starting order. After one complete lap, cars will start in single file at the start/finish line in the order they were running on the last full lap **completed** when the red flag was thrown. A red flag situation after the lead car has taken the checkered flag results in end of race with trailing cars finishing in the order of their last completed lap. Cars may be gaped per the lead flagger decision during the restart.
 - Yellow flag: If you are stalled out on the track, remain in your car with your safety gear on and buckled in your belts. If your vehicle is in a vulnerable location or position the lead flagger will throw the red and remove you or your car.
- It will be at the discretion of **track officials** to determine if the car(s) involved in the **red flag** situation will continue to race or be disqualified.
- Deliberate or excessive contact to the driver's door is grounds for a black flag and immediate disqualification and loss of all points for that race. Any hitting that officials deem excessive may cause a **black flag** or possible suspension. Any disabled car from the restart line through the first corner will be removed during a red flag situation.
- Any hitting a dead car results in a black flag. Any driver side door hits that are deemed intentional results in a black flag and possible disqualification
- Race format to be determined by the number of cars entered. Each track may distribute cars in heats and mains as they see conducive for their car count, track, and spectator enjoyment. Drivers will be informed of this during the driver's meeting.

- No cutting corners allowed. If you go off course, re-enter as close as possible to where you went off, you cannot advance a position. If pushed off at a jump, you do not have to go back to the jump. Wait until it is safe to re-enter the track. May not gain a position. Going off course to gain a competitive advantage will result in disqualification. Each promoter may make track specific requests / consequences based on their unique track situation. Red flag may be thrown to clear the track of stalled cars possibly causing danger to racers.
- If any part of the car comes loose and is a safety hazard, the head flagger will throw an orange flag. The car must go to the designated area and follow official's instruction. The area north of the start concrete pad is this area. Do not disrupt track officials, flagmen, or lap counters with on-track problems. Any issues that you feel need to be discussed should be written down on paper and given to a track official. Your issue may be handled on race day or may be brought up before the next race date.
- **Only track officials are allowed on the track. No one else may enter the track unless directed to do so by a track official.**
- If you do not take the green flag, you cannot race in that race. At the completion of each Heat, the next Heat drivers will be in position, safety equipped and ready to race. If you do not make the driver meeting and compete in a heat race. The Main Tech person, Main Race Flag person and one board member will decide if you can race. If you can race you will start behind the regular line up for your class.
- Disqualification will result if the car and /or driver are substituted after qualifying for the heat.
- Driver has the responsibility of knowing when the race is over. Any excessive contact after the checkered flag is thrown may result in disqualification.
- **No passengers**

FLAGS:

Green: Go! Race started

White: One lap left in race

Yellow: Caution only. Keep racing but be cautious there is an issue on the race track.

Red: Danger! Stop immediately. **DO NOT KEEP DRIVING. DO NOT ADVANCE OR MOVE YOUR VEHICLE UNTIL TOLD TO DO SO BY TRACK OFFICIAL OR LEAD FLAGGER.**

Orange: Stop at Designated Area and follow official's instructions. This flag will be used for loose parts on cars and can also be used for cutting corners, aggressive driving, etc. Go to the north side of the start pad and wait for instructions.

Checkered: Race is over. No matter how many laps a driver has completed, the race is over.

ROLLED Black: Warning for rough driving, hitting driver door, etc.

Waved Black: Go to pit. Done for that race.

2 Crossed flags: Halfway through race

Safety Rules and Minimum Requirements for All Classes

All race vehicles are subject to inspection by officials at any time in any manner. Passing through a Technical Inspection is not an endorsement of the performance of the vehicle, nor an indication that the vehicle complies with all rules. This signifies the vehicle has passed initial safety inspection. All drivers will have all safety gear with them at time of being inspected.

1. Driver

Must wear full face shield Helmets, Moto-cross Helmet with Goggles, Gloves (Optional, but recommended), Neck Collars, leather boots, long pants, and long sleeve shirt.

Safety glasses are not considered goggles.

2. Driver's Area, Car Exterior and Engine Compartment

All chrome, plastic, fiberglass, bolts, screws, and loose metal must be removed from the exterior of the car. All glass must be removed from car except for a windshield. Windshield is optional.

Dashboards are optional. Aftermarket gauges are allowed. Ensure all flammables are removed. Doors, hood, and trunk may be welded, bolted, or pinned shut, or chain from hood to/around core support or bumper. Sun roofs or T-tops must be covered with aluminum or sheet metal that is securely fastened. Welded or riveted. NO SCREWS.

Hood: must have 6" or bigger hole on passenger side as an access hole for fire hose if hood is bolted down. If hood is pinned not necessary. May be bolted but not welded, must be able to be opened for tech.

Gas Tank: If the gas tank is in front of the rear axle, it can stay. If the gas tank is in the front 3/4 area of the trunk (example Crown Vic), it can stay. All other tanks must be removed and placed into the trunk area. All tanks must be metal type. Boat tanks or racing fuel cells are preferred. Boat tanks, fuel cells and reinforced fuel tanks may be mounted in the driver's compartment, they must be covered with a thick rubber or nonflammable mat over tank area to protect from spillage if rolled. A minimum of 2 metal straps one and a half (1.5) inch wide by 1/16 inch thick must be used to secure the tank to the body or frame. Factory style straps are recommended or flat metal stock meeting minimum size requirements may be used. Tank can not shift during tech or race.

Ratchet straps are not allowed to hold the tank. No plastic fuel tanks of any type are allowed

Windshield: Windshields that are left in must be inspected and approved by technician. If windshield is removed, 2 or 3 vertical bars welded to car chassis in the window frame in front of the driver's area to protect the driver from large debris. A screen is suggested to protect from rocks. If windshield is compromised during or after a race the lead flagger and the head tech will make final decision if you are allowed to keep racing. **There will be no removing of any glass while at the track or in the pit area.**

Battery: Must be mounted inside the driver's compartment or trunk. Battery must be securely mounted within a battery box or type of framing as to secure it from moving. This mount should be mounted to the frame or body and not be able to move. Battery must be strapped to this mount. Rubber covering or plastic lid must be in place to always protect battery posts. **RATCHET STRAPS CAN NOT HOLD BATTERY TO MOUNT, BUT MAY HOLD RUBBER MAT COVERING.**

Car numbers: Number fin on top of car is required with the NUMBER being NO LESS THAN 7" high, MUST have contrasting colors and be legible.

Seats and mounting: must be in good condition for all classes. Racing seats are suggested.

Harness and Mounting: a five-point racing style 3" lap and shoulder safety harness are mandatory. All belts must be in good condition and not sun bleached or fatigued, and mounted securely and correctly. If your seat is mounted to the roll cage (highly recommended) then your harness must be mounted to the cage, likewise, if your seat is mounted to the floor then all 5 points of the harness must be mounted to the body and not the roll cage.

Window Net: Window nets are mandatory: Must be securely mounted and release latch within the reach of the driver. Nets may be permanently welded to window.

Roll Cage: One rear hoop behind the driver. May be inside or outside and over the roof. Horizontal dash bar across pillars is required if factory dash has been removed. One (1) Driver door bar is required, mounted from rear hoop to door pillar or to frame. Door bar must protect the driver side and seat area and must be welded on the inside between seat and the door. Minimum .095 thickness and securely mounted Welds must be of good quality, good penetration and may be hammer-tested. No brazing, grinding welds or using body filler around welds. Roll cage must be at least 3" in any direction from the driver's helmet. Cage bars must be padded anywhere a driver's helmet may come in contact. The cage must be securely welded or bolted. Bolted roll cages must have a minimum grade 8 bolt, 1/2" size w/4 bolts per side.

Rub bars: Rub bar on outside of the body is allowed from behind the front tire to in front of the rear tire. Absolutely **NO 90-degree corners** – it will need to be removed if any sharp corners-must be bent in a fender. Bar(s) must be located on the bottom one-third of the body(door). Must not stick out any further than the original body line. Single bar only - one bar per side. Maximum of 1 3/4" round tubing or 1"x3" rectangular tubing.

Floor boards: All must be in good, solid condition with all holes and damage repaired better than original strength. Plating is recommended to prevent materials from puncturing the floor.

Oil & Fuel lines: Lines should have no leaks, and not in danger of abrasion from any moving parts. If fuel lines are run inside of the driver compartment, they should be wrapped in a secondary layer for driver's protection.

External tranny coolers: Will be allowed but must be mounted in a safe manner inside the vehicle and properly plumbed. No rubber hose. Steel, steel braided or hydraulic hose only.

Throttle return: 2nd safety spring is required.

Radiators: Must be in stock position. If the radiator mount is broken, a mount may be made to put around the radiator. Secondary cooling allowed-Either a spray bar or water pumped into the engine is allowed. **NO Return systems.** If you pump water into your engine, it must be either pumped onto the ground or thru your spray bar.

3. Front end/Rear End, Shocks, Springs and Anything else:

Brakes & Lines: All vehicles must have a minimum of 2 working brakes and be able to stop in a designated area during tach or on the track. All working brakes are highly recommended. Four-wheel disc brakes or Pinion brakes allowed. If you are using a pinion brake you must have at least one (1) working front brake. Brakes will be tested at Tech.

Shocks & Mounting: For this safety inspection, everything must be securely mounted and in good condition.

Rear Springs: All rear coils spring must have strapping around the spring and permanently mounted to the body. This is for safety and incase you lose a spring it will stay with the vehicle.

Exhaust System: the louder, the better

Drive Shaft Loop and Scatter Guard: A drive shaft retainer hoop/loop is required, 6 - 10 inches from the front universal joint sufficiently mounted to secure the drive shaft if it fails. The hoop may be made of 2" nylon webbing, 1/4" x 2" steel strap or chain. Rear wheel drive.

Bumpers: All cars must have a stock bumper that is well secured to the vehicle. Stock car style tube bumpers are allowed. Homemade bumpers cannot extend past the middle of the tires with no sharp edges, all ends must be curved back towards body.

Push Bumpers CARS: Push bumpers are allowed. All push bumpers must stay within the width of the radiator and between the front frame rails. Bumpers are for protection and not an excuse to build a battering ram. You may reinforce your push bar with 2 bars from push bar back into engine compartment to the frame.

Push Bumpers TRUCKS: Push bumpers are allowed. Push bars are to stay within the width of the headlight buckets with two (2) reinforcement bars back to the frame and two (2) kicker supports on the ends. Bumpers are for protection and not an excuse to build a battering ram.

Weight: Weight added to the car must be properly secured.

Mud flaps: All rear-wheel-drive vehicles must have mud flaps.

Fire Extinguishers: All vehicles must have a fire extinguisher rated for all types of fires secured to the roll bar or floor, preferably close to the driver's compartment.

Skid Plates: Skid plates are allowed to be mounted under the engine and radiator compartment. They are meant to protect the radiator and the engine pan and engine parts. All factory type guards in steering areas may remain. Do not overbuild this area. It will be inspected during tech.

NO POWER ADDERS SUCH AS NON-FACTORY ORIGINALLY EQUIPED SUPERCHARGERS OR TURBO UNITS. ONLY ORIGINAL FACTORY EQUIPED TYPES FOR THAT VEHICLE ARE ALLOWED.

Any questions regarding entry, rules, and regulations, contact NEIA Bump-n-Run Facebook Messenger, or call: Scott Torkelson at 319-558-8392 or Josh Evanson at 563-880-6774.