

NYSMA

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OFFICIAL

RULE

BOOK



NEW YORK STATE MICROD ASSOCIATION

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*New York State Microd Association, Inc.
Constitution and By-Laws*

Constitution 2023

Article 1 Name

New York State Microd Association, Inc. (N.Y.S.M.A.)

Article 2 Purpose

To promote and maintain standards for Microd Racing.

Article 3 Membership

Persons belonging to Microd Clubs in New York State shall be members of the New York State Microd Association Inc. A nominal amount of dues may be assessed.

Article 4 Officers

Section 1 President, Administrative Vice- President, Competition Vice-President, Secretary, Treasurer.

Section 2 Board of Directors consisting of three (3) representatives from each Microd Club.

Article 5 Meetings

Section 1 Board of Directors and Officers shall hold regular monthly meetings.

Section 2 Special meetings shall be held at the declaration of the President.

Section 3 Two-Thirds (2/3) of the Directors and Two-Thirds (2/3) of the Officials shall constitute a quorum for the transaction of business.

Section 4 All members of N.Y.S.M.A. are welcome and encouraged to attend the regular Board of Directors meetings.

Article 6 Amendments

The constitution may be amended by a two-thirds (2/3) vote of all the Directors, following the procedures outlined in Article 7 of the By-laws.

New York State Microd Association, Inc.
Constitution and By-Laws

BY-LAWS 2023

ARTICLE 1 Duties of the Officers

Section 1 THE PRESIDENT shall:

- 1 Preside at all Board of Director meetings.
- 2 Co-sign all checks written by the Treasurer.
- 3 Be in communication with all Microd Club Presidents with regards to meetings, NYSMA sponsored races, and the matters of Microding.
- 4 Be responsible for the arrangements for N.Y.S.M.A. sponsored races.
- 5 Appoint Race Directors, Assistant Race Directors as needed for N.Y.S.M.A. sponsored races.
- 6 Select Inspectors, Starters, Scorers, and Pit Stewards for N.Y.S.M.A. sponsored races with the assistance of Club Presidents.
- 7 Be in charge of the post-race inspections at N.Y.S.M.A. sponsored races.
- 8 Appoint a Nominating Committee of three (3) members to prepare a slate of Officers to be nominated at the October Board of Directors meeting.
- 9 In general, perform the obligations usually pertaining to the office of President.

Section 2 The Administrative Vice President shall:

- 1 Attend all meetings of the Board of Directors.
- 2 In the absence of the President, perform the duties of the President.
- 3 Assist the president in the duties of Administration.

Section 3 The Competition Vice President shall:

- 1 Attend all meetings of the Board of Directors.
- 2 In the absence of the Administrative Vice President, perform the duties of the Administrative Vice President.
- 3 Assist the President in the duties of Competition, including being in charge of the pre-race and post race inspections at N.Y.S.M.A. sponsored races.

Section 4 The Secretary shall:

- 1 Attend all meetings of the Board of Directors.
- 2 Keep a record of all proceedings.
- 3 Keep a list of all Directors.
- 4 Notify the Officers and Directors of meetings.
- 5 At the expiration of term, deliver over all records to successor.
- 6 In general, perform the obligations usually pertaining to the office of Secretary.

Section 5 The Treasurer shall:

- 1 Attend all meetings of the Board of Directors.
- 2 Keep record of all moneys received and expended. These books shall at all times be subject to inspection by the officers. These books should be audited by the other officers before they are turned over to a successor.
- 3 Deposit all monies received in a bank designated for that purpose.
- 4 Make a Treasurer's Report at each regular Board of Directors meeting.
- 5 Keep a record of Microd registrations.
- 6 Keep a record of plan books.
- 7 Keep a record of Insured members.
- 8 At the expiration of term, deliver over all monies and records to successor.
- 9 In general, perform the obligations usually pertaining to the office of Treasurer.

New York State Microd Association, Inc.
Constitution and By-Laws

Article 2 Elections

- Section 1 Three (3) Directors shall be elected or appointed to the Board of Directors by each Microd Club.
- Section 2 A representative to the Board of Directors may be re-elected indefinitely.
- Section 3 If a Director is unable to attend during his term of office the President of his/her Microd Club shall appoint another member of that club to attend in his/her place.
- Section 4 The term of each Director shall be one (1) year.
- Section 5 The term of each Officer shall be one (1) year.
- Section 6 Officers may be re-elected indefinitely.
- Section 7 President and Treasurer cannot be of the same household and family relationship.
- Section 8 A Nominating Committee shall prepare a slate of officers to be nominated at the October Board of Directors meeting. Nominations shall also be permitted from the floor at the October Board of Directors meeting. (10-2021-1)
- Section 9 Those nominated for N.Y.S.M.A. Officers shall be given the opportunity to decline their nomination. (10-2021-1)

Article 3 Membership

- Section 1 Membership of each Microd Club shall be determined by the By-laws of that club.
- Section 2 Any member losing his/her membership in a Microd Club shall lose his/her membership in N.Y.S.M.A.
- Section 3 Any N.Y.S.M.A member in good standing shall be eligible to run for any elected office of N.Y.S.M.A. Members must have been a member and in good standing for one (1) year immediately preceding the election. (10-2021-2)

Article 4 Committees

All Committees shall be appointed by the President with the approval of the Board of Directors.

Article 5 Rules

Rules of Racing and Rules of Procedures shall be adopted by the Board of Directors and shall be adhered to.

Article 6 Amendments

These By-laws may be amended by a two thirds (2/3) vote of all Board of Directors, following the procedures outlined in Article 7 of these By-laws.

Article 7 Proposals and Motions

- Section 1 Proposals (amendments to the Constitution, amendments to the changes to the Rules of racing, changes to the plan book and its procedure) may be presented by any member of any Microd Club (meeting qualifications for level of proposal). These proposals will be presented at a regular Board of Directors Meeting, numbered for identification, and sent to each members club (to which the proposal applies) for discussion. Said proposal will then be brought to a vote at the next regular Board of Directors meeting.
- Section 2 Motions (routine business other than items described as proposals in Section 1) may be made and voted on at any meeting of the Board of Directors.

Article 8 Voting

- Section 1 Each Director has one (1) vote, maximum of three (3) voting Directors per Club.
- Section 2 In order to vote, each Director has to be in attendance.
- Section 3 A N.Y.S.M.A. Officer may vote as a club Director.
- Section 4 An abstention vote by any Director will reduce by one (1) vote on the basis which 2/3 majority is calculated.

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Article 9 Alcohol/Illegal Drug Use

Per New York State law, consuming alcoholic beverages by anyone under the age of 21 is strictly prohibited outside of their personal residence. Anyone under the age of 21 who is found consuming alcoholic beverages at any NYSMA event or NYSMA insured facility will be asked to leave the facility immediately for the remainder of the scheduled event. A second subsequent infraction WILL lead to one calendar year suspension of individual from all NYSMA events. This means they cannot be on the property of any NYSMA insured facility at any time during their suspension period. A third infraction WILL lead to suspension of entire registered immediate family that individual is affiliated with, including registered driver(s) from NYSMA events for one calendar year.

Furthermore, any NYSMA registered driver found consuming alcohol at a NYSMA event or NYSMA insured facility will be suspended immediately from any NYSMA event and NYSMA insured facilities for 6 months. Also, as they will no longer be a member in good standing at their club, they will not be allowed to register as a driver at any NYSMA insured facility for the period that they are suspended. ANY subsequent infraction will lead to one calendar year suspension of individual from all NYSMA events as well as NYSMA insured facilities.

Possession of marijuana, illegal drugs or drug paraphernalia is strictly prohibited. Anyone found to be using or in possession of marijuana, illegal drugs or drug paraphernalia will be immediately suspended from all NYSMA events and NYSMA insured facilities for one year. Any subsequent infraction WILL lead to lifetime suspension from all NYSMA events and NYSMA insured facilities.

Any individual who witnesses the consumption of alcohol by a minor, or the use or possession of marijuana or illegal substances, should report it to a NYSMA Club Board Member or Racing Committee Member. They (board members, racing committee members) will be responsible for investigating the incident, calling an emergency board meeting, and enforcing the rule. Because of the nature of the NYSMA organization and the age group of its racers, board members will be fair, use good judgment, and err on the side of caution when making their decision, in an effort to protect our drivers, their families, and the reputation of the organization.

For those of legal drinking age, please remember that NYSMA events are held for the benefit of drivers under the age of 18, and good role model behavior should be maintained at all times.

Article 10 Social Media Policy (01-18-1)

Social media includes all means of communicating or posting information or content of any sort on the Internet, including to your own or someone else's web blog, journal or diary, personal web site, social networking or affinity web site, web bulletin board or a chat room, whether or not associated or affiliated with NYSMA, as well as any other form of electronic communication. The most common forms of social media are Facebook, Twitter, Instagram, and Snapchat but continue to evolve with many other forms of peer-peer and user generated content sites

Even though these forums may seem informal, often it is a home for people who chose to vent frustration. Ultimately, you are solely responsible for what is posted online from accounts managed by yourself, or those you may be responsible for (your children under 18). Before creating online content yourself and/or allowing others the ability to post online content for you, consider some of the risks that you may pose. Keep in mind that any of your conduct that adversely affects the New York State Microd Association, our track partners, our sponsors and all other members and participants of NYSMA may result in disciplinary action up to and including suspension.

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Article 10 Social Media Policy (01-18-1) continued

This new Social Media policy applies to all NYSMA Competitors and Officials. A competitor is a driver, handler, family member, crew member, or any other individual or entity who is a member and participates competitively in a NYSMA Sanctioned Event. An Official is any and all authorized NYSMA officers, flaggers, race director, pit steward, tech inspector, photographer or announcer. NYSMA reserves the right to apply the policy to other members as it deems appropriate.

This new policy is in effect immediately and will be posted in all NYSMA rulebooks. For 2018 this policy will become part of the annual membership.

Carefully read these guidelines, as well as the Rule Book, and ensure your postings are consistent with these policies. Inappropriate postings that may include discriminatory remarks, harassment, and threats of violence or similar inappropriate or unlawful conduct will not be tolerated and may subject you to disciplinary action up to and including suspension.

- **Be Respectful**

Always be fair and courteous to others. Also, keep in mind that you are more likely to resolve complaints by speaking directly with others than by posting complaints to a social media outlet. Nevertheless, if you decide to post complaints or criticism, avoid using statements, photographs, video or audio that reasonably could be viewed as malicious, obscene, threatening or intimidating, that disparage others or that might constitute harassment or bullying. Examples of such conduct might include offensive posts meant to intentionally harm someone's reputation or posts that could contribute to a hostile trackside environment on the basis of race, sex, disability, religion or any other status protected by law, rule or policy.

- **Be honest and accurate**

Make sure you are always honest and accurate when posting information or news, and if you make a mistake, correct it quickly. Be open about any previous posts you have altered. Remember that the Internet archives almost everything; therefore, even deleted postings can be searched. Posts are "on the record" and available to the media, public, sponsors, and other business partners and subject to discovery in litigation matters. Never post any rumors, speculation or information about NYSMA or others until an official announcement, release or other post by official social media accounts has been made to the public and media.

- **Don't Retaliate**

NYSMA prohibits taking negative action against any member or other for reporting a possible deviation from this policy or for cooperating in an investigation. Any member who retaliates against another member or other for reporting a possible deviation from this policy or for cooperating in an investigation will be subject to disciplinary action, up to and including termination.

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Article 10 Social Media Policy (01-18-1) continued

NYSMA reserves the right to modify this policy as it deems appropriate in its discretion. In such case, NYSMA will provide existing members with an amendment and the revised policy via the email account on file with NYSMA for the member and post the amendment to the revised policy at each NYSMA sanctioned club. All new applicants will receive the revised policy as part of the membership application materials.

Nothing in this social media policy is meant to discourage members from exercising their rights to use social media. Social media plays an integral role in reaching out to and growing our fan base. It is a way to give fans direct interaction with NYSMA, drivers, teams, tracks, and sponsors. This policy, if used correctly, will only enhance and brighten this experience for all parties involved.

Rules of Procedure 2023

- 1 The President will have an agenda for the next meeting prepared and distributed to the NYSMA Officers and Club Presidents within approximately two weeks of the previous regular Board of Directors meeting.
- 2 The Secretary will have the minutes prepared and to the President in time to be distributed with the agenda. (see #1)
- 3 When a member is to be reimbursed for expenses incurred, he/she is to submit a bill to the Treasurer. This bill shall explain the expenses and should be accompanied by receipts or other verification. All receipts or verification for reimbursement must be turned in a timely fashion, 60 days of purchase, to the treasurer to be considered for payment. **(2009)**
- 4 All voting other than amendments to the constitution, shall require a majority vote of the Directors present in order to pass.
- 5 The procedure for obtaining special consideration or exception to the rules shall be:
 - .1 Put the request in writing and forward it to the President of NYSMA.
 - .2 Have representation at the NYSMA Board of Directors meeting when the request is discussed.
- 6 Proposals may be submitted by any NYSMA member or by an affiliated Microd Club by the following procedure: *(Note: If the procedure is not followed the proposal will not be considered.)* **(2005)**
 - .1 Write up the proposal outlining the Chapter and Section and any sub-sections and rule number of the rule book your talking about.
 - .2 Notify the NYSMA President prior to a NYSMA Board of Directors meeting so that it may be added to the agenda.
 - .3 Bring 23 copies (1 for each Officer and each Director).
 - .4 Present the proposal at a regular NYSMA Board of Directors meeting.
 - .5 Proposals then go to each club for its discussion and decision (to which the proposal applies).
 - .6 Proposals are then voted on at a subsequent NYSMA Board of Directors meeting.
- 7 The cutoff date for changes to the plan book for inclusion in the current years publication will be the regular January meeting of NYSMA. All changes approved after the January meeting will be released as an addendum and incorporated in the next publication.
- 8 The same basic proposal may not be resubmitted within the same year.
- 9 All changes to the Rules of Racing approved by the regular February meeting of NYSMA will be included in the current years printing. Any changes approved after the February meeting will be conveyed to the members club Presidents via a Rules of Racing Newsletter drafted by the NYSMA President.
- 10 NYSMA has regular meetings from October through April on a Sunday during each month.
- 11 Each year there will be a one (1) year moratorium (delay) on all car and engine specifications except for safety which can require changes and take effect at any time.

New York State Microd Association, Inc.
Rules of Racing

Section 1.0 Introduction to Rules

- .1 All members of the New York State Microd Association (N.Y.S.M.A.) and racing personnel, mechanics, pitmen, drivers, and sponsors are expected to be fully aware of all Microd rules and will abide by these rules.
- .2 These rules are to be read and followed by all active Club members.
- .3 All rules have been written with the intent of being fully enforced. No one shall try to alter a rule for his/her benefit. This will not be tolerated.
- .4 Rule supplements, additions, or corrections shall be announced by the Club Presidents as soon as possible after they have been passed by the NYSMA Board of Directors. Upon such announcement, rule changes become legal and enforceable.
- .5 These rules will be strictly adhered to at all NYSMA sanctioned racing events.
- .6 In order to participate in any NYSMA sponsored race, the participants (drivers, owners, handler, etc.) must be members in good standing in their NYSMA affiliated home club. Anyone not in good standing will not participate and will not be present during any part of the program: pre-race inspection, race program, post race teardown or awards ceremony.
- .7 For the purpose of NYSMA sanctioned racing these rules apply to all Divisions, all Classes.

1.1 Code of Conduct

- .1 All NYSMA members and their families are expected to act in a manner that is a credit to the sport, both on and off the track facility, when attending NYSMA sanctioned events. Undue disturbances, unsportsmanlike conduct, abusive or offensive language or willful damage to other's property will not be tolerated at any time.
- .2 Those failing to act in a manner that is a credit to the sport are hampering all members and are jeopardizing the very existence and future of Microding.
- .3 No alcoholic beverages or illegal drugs in the pits or on the track during the race program.
- .4 Penalties for Code of Conduct Violations [added 09-2014]

DRIVERS SHALL RECEIVE WARNINGS FOR THE FOLLOWING:				
Chapter 2: Section	INFRACTION	1 ST OFFENSE	2 ND OFFENSE	3 RD OFFENSE
1.1	Undue Disturbances	Warning	10 pts	DQ for the day
1.1 7.3.2.9 7.3.3.3	Unsportsmanlike Conduct	5 pts	DQ for the event	Suspended 1 race. If last race of the season, DQ.
1.1	Abusive or Offensive Language	5 pts	10 pts	
1.1	Willful damage to other's property	DQ for the weekend event	Suspended for season. If last race of the season, DQ	
1.1	Altercation of any kind between: -a driver to another team member or race official	Verbal=10 pts Physical=Suspension for remainder of season	Verbal=2 race suspension	
By Laws	Use of illegal drugs	Removed from event immediately and One year suspension	Lifetime suspension	N/A

*New York State Microd Association, Inc.
Rules of Racing*

By Laws	Consumption of alcohol by registered driver	Removed from event immediately and suspended for 6 months	One year suspension	
7.2	Driver Violation of any rule of racing or driver infraction.	Warning	2 nd warning and sent to rear of field	3 rd warning. Warning are cumulative and can result in DQ
7.3.1.1	Unsafe Equipment	If discovered in pits, must be fixed and approved by tech before racing. If happens on track, will be given opportunity to repair, or if not repairable, will be DQd (driver will be given finishing position in the natural order of finish)		
7.3.1.2	Unsafe Procedures	5 pts	DQ from event	Suspended for one race. If last race of season, DQ.
7.3.3.5	Disobeying starter or Race Director	Warning	2 nd warning and driver sent to rear	Warning are cumulative and result in DQ.
7.3.4.0	Equipment Failing Inspection	DQ		
7.3.5.1	Failure to stop engine before entering pits	10 pts	20 pts	DQ
7.3.5.2	Driving cars thru pits w/ motor running	10 pts	20 pts	DQ
7.3.5.5	Unreasonable delaying tactics by driver to start or restart a race	Warning	Sent to rear of field	
7.3.5.8	Car re-enters track other than between turns 2 and 3	Warning	Sent to rear of field	
7.3.5.10	Any driver intentionally or carelessly causing accident on last lap of race	Will be removed from track and be placed in finishing lineup behind all cars running on track at time of incident.		
7.3.5.12	Use of an illegal engine or car	DQ		
7.3.5.13	Any tampering with, working on, disassembly of engines, or unauthorized persons in the impound/inspection area except as directed by Inspector.	Ineligible person asked to leave area	5 pts	DQ
OWNER, HANDLER, CLUB MEMBER, AND GUESTS				
Chapter 2: Section	INFRACTION	1 st OFFENSE	2 ND OFFENSE	3 RD OFFENSE
1.1 7.3.2.9 7.3.3.3	Unsportsmanlike Conduct	Warning	Removed from infield, pit area, or property	Suspended for 1 race.

*New York State Microd Association, Inc.
Rules of Racing*

1.1	Abusive or Offensive Language	Warning	Possible monetary fine, based on Board Decision.	
1.1	Willful damage to other's property	Removal from event for the day.	Suspended for remaining season	Suspended indefinitely, Board will make final decision.
1.1	Altercation of any kind between - a team member to another team member - a handler to a driver	Verbal=Warning and possible \$50 fine Physical=Suspension for remainder of season	Verbal=2 race suspension	
1.1	Use of alcoholic beverage during race program	Warning	Removed from event immediately for remainder of day.	
By Laws	Use of illegal drugs	Removed from event Immediately and one year suspension	Lifetime suspension	N/A
By Laws	Underage drinking	Leave event for remainder of day.	Suspended for one calendar year.	Suspension of entire registered immediate family incl driver.
4.0	Approach race official during race for the purpose of disputing a call or otherwise unsportsmanlike conduct (The race director is your point of contact during the race event).	10 pts	Lose points for event and 1 wk suspension.	
7.3.3.6 7.3.5.6	One handler per car in the infield when flagger is in control of track.	Warning	5 pts.	10 pts
7.2.2 7.3.1.10 7.3.3.2	Signaling or Coaching a driver	Warning	5 pts.	DQ
7.3.5.9 2.7.6 Tour Guide	Tossing tools/parts from outside of track	DQ		
7.3.3.4	Receipt of 2 warnings in one day	Possible DQ. Possible removal from facility at discretion of board		
7.3.3.5	Handler disobeying starter or Race Director	Warning	Warning and removed from infield	See rule 7.3.3.4

New York State Microd Association, Inc.
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7.3.5.3	Handler failure to control your car in the pit area	Warning		
7.3.5.4	Failure to report engine substitution before race	DQ	DQ	DQ
7.3.5.5	Unreasonable delaying tactics by driver or handler to start or restart a race	Warning	Removed from infield	
7.3.5.7	Handler on racing surface while race is green, or crossing track under caution	Warning	Removed from infield	
7.3.5.9	Car repairs other than in infield	Warning	Removed from infield	
7.3.5.11	Refusal to tear down under legitimate request	DQ		
7.3.5.12	Use of an illegal engine or car	DQ		
7.3.5.13	Any tampering with, working on, disassembly of engines, or unauthorized persons in the impound/inspection area except as directed by inspector.	Ineligible person asked to leave infield	5pts	DQ
Tour Guide	Smoking in the infield or hot shoot(pit on)	Warning	\$20 fine	
Tour Guide	Fueling of car while driver is in car	Warning	10 pts	DQ for the day
Written warnings will be issued by the BOARD OF DIRECTORS. Three warnings will result in a driver meeting with the Conduct Committee or Board of Directors. This may result in a loss of points for that race (heat/feature) at the discretion of the committee/board.				
All monetary fines must be paid prior to signs ins of the next race, or driver cannot participate. Any unpaid fines at the end of the racing season must be paid in order to attend the awards banquet and to register for the next season.				
Repetitive, flagrant violation of published rules will result in a meeting with the Race Committee and/or Board of Directors. The member can be suspended for disorderly conduct, gross misdemeanor, or continual violation of written rules.				

1.2 Enforcement

- .1 Participants (drivers, owners and/or members) violating any rules will be subject to discipline in accordance with NYSMA rules. This may be in the form of warnings, disqualification, suspension, expulsions, loss of points, loss of membership or any combination thereof. Refer to Section 1.3 APPEALS PROCESS for instructions on how to appeal disciplinary penalties.

1.3 Appeals Process [12-2013-01]

- .1 Penalties imposed as a result of a formal protest, Race Committee decisions, or Board decisions may be appealed within 14 days of notification. Penalties imposed as a result of a call, Technical infraction, or scoring results CANNOT be appealed.

Appeals must be submitted in writing to the NYSMA president and NYSMA secretary within 14 days. The appeal must include the date of the incident, the penalty imposed, and the reason for appeal. Please include any people who may be contacted for additional information to support your appeal, and their contact information.

The NYSMA president will contact board members and determine if a special meeting is necessary. The board will review the appeal, make a decision and respond within 30 days.

Once an appeal has been considered, the decision reached by the Board is final and cannot be submitted for additional appeals.

Section 2.0 Track Operations

2.1 Race Dates

- .1 NYS Microd and Open Wheel Class Champions will be determined by scoring the highest cumulative points for a class, obtained by participating in the NYSMA Tour Series.
- .2 The NYSMA Tour Series will consist of NYSMA sanctioned races hosted by each of the Microd Clubs active in NYSMA and conducted using the NYSMA Rules of Racing. The last race of every series will rotate between the active member clubs.

(1) Syracuse	(2) Sodus	(3) Mid-State	(4) Southern Tier
2023	2026	2025	2024
- .3 The NYSMA Tour Series program will be set by majority vote of the then-current NYSMA Directors. The program shall include (but not be limited to) Race Dates and locations, Point Schedule and promotion. Nothing in the Tour Series may override other NYSMA Official Documents (Constitution, By-laws, Rules of Procedure, Rules Racing, Planbook)
- .4 NYSMA sponsored race programs and NYSMA sanctioned race programs (Tour Events) will consist of heats, consolations, semi-features and features. A race program is defined as the first green flag of open practice to the last checkered flag of the day or until all protests have been decided, whichever is later. An announcement will be made that the days race program has been completed over the PA system.
- .5 Special Races sanctioned by NYSMA must be approved by a vote of the NYSMA Board of Directors.
- .6 The NYSMA President will appoint a Race Director, and an assistant Race Director and designate the Directors duties. The NYSMA President may appoint himself as Race Director or Assistant Director.
- .7 A Race Committee will be set up consisting of: The NYSMA President, NYSMA Vice Presidents, and will also include the Race Director, Flagger, Pit Steward and others as appointed by the NYSMA President.
 - .1 The NYSMA President, assisted by the Race Committee, will select Tech Inspectors, Pit Stewards and Flaggers and assist the Head Scorer (if necessary) in selecting Scorers.
 - .2 The position of Head Scorer for all NYSMA Races will be filled annually by a willing person who shall be appointed by the Officers and Directors of NYSMA.
- .8 The assistant Director will serve as the Rules Referee. The Assistant Director's job is to assist the Director with regard to rules by:
 - .1 Being very familiar with all rules.
 - .2 Being sure that the rules are followed at all times.

2.2 Racing Fees

- .1 Annual NYSMA Registration Fees will be charged for each car registered which will be determined yearly by NYSMA.
- .2 A nominal fee to cover all or part of the cost of trophies, awards and prizes may be charged to each car at any NYSMA race event.

2.3 Insurance

- .1 NYSMA_Medical payment insurance is mandatory for all drivers, handlers, mechanics, and race officials. Proof of insurance is required.
- .2 Public Liability Insurance shall be in effect and is the responsibility of the Host Club.

***NOTE* IF YOU ARE INJURED AT ANY N.Y.S.M.A. SANCTIONED EVENT, YOU MUST FILL OUT AN ACCIDENT REPORT WITH N.Y.S.M.A. THE SAME DAY OF THE INJURY AND NOTIFY THE N.Y.S.M.A. BOARD OF YOUR INJURY.**

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2.4 Pre- Race Inspections

- .1 All registered NYSMA cars must meet and pass the requirements indicated on the current NYSMA INSPECTION FORM, which will conform with the current NYSMA Divisional Plan Book specifications.
- .2 This complete microd inspection must be performed on all cars prior to competing in any microd racing event.
- .3 This inspection should be conducted at the home club by at least two certified inspectors.
- .4 Any car not passing this inspection should not be allowed to compete in any racing event until the deficiencies have been corrected.
- .5 Prior to participating in any NYSMA sponsored races *or NYSMA sanctioned races*, all cars will be required to pass a Safety Inspection.
- .6 Cars which fail to pass the Safety Inspection the first time through will be allowed to make repairs. If the repairs take longer to complete than the inspection time period designated and the car later passes inspection, the driver/car will be allowed to race but must start in the scratch position for the next race entered for that event.

2.5 Registration

- .1 Each driver must register at a designated time and place.
- .2 All participants at the NYSMA sanctioned races must be present with proof of NYSMA insurance at the time of registration.
- .3 Each club is required to check the ages of drivers for the placement in the proper classes. NYSMA will have the right to check birth certificates at any NYSMA race event. A 30 day notice will be given if the certificates are required.
- .4 ~~A driver can run in one (1) non-Modified class and one (1) Modified class per Division per race meet.~~
Removed 2023
- .5 ~~Drivers must register in the same class in which they normally race at their club.~~ **Removed 2023**
- .6 Championship race, all other state tour races are NYSMA sanctioned .)
Cars must be driven by the assigned driver, unless a substitution is allowed by NYSMA (Method of

2.6 Pit Area

NOTE: Local club rules may override state rules, when special track, driver or car safety specifications are imposed. When club rules override state rules all participants will be notified about the procedures in advance of the race date.

- .1 The Pit Steward and officials will have full authority over all pit activity, including drivers, handlers and race team members.
- .2 Cars must be pushed from the unloading point to the pit area and from the pit area to the loading point. No motor vehicle is allowed in the pit area other than race cars during the race program.
- .3 All unauthorized persons will stay out of the pit area during warm-ups and racing events. Insurance is mandatory to be in pit area.
- .4 Gasoline must be in approved containers, such as metal or plastic race gas cans. Glass containers are strictly prohibited.
- .5 Each car owner is required to have one fire extinguisher in the pit area.
- .6 All cars entering the pit area must shut off their power prior to entering the pit area. No car is to be driven under its own power in the pit area.
- .7 Drivers will stop their cars before entering the pit area.
- .8 Cars are to enter and exit the pit area at designated areas only. The designated areas for entry/exit will be defined by the local club and track. All drivers and race teams will be notified of these areas prior to racing.
- .9 A minimum of three (3) fire extinguishers of suitable type and in working order shall be provided by the host club. (One in the pit area and two in the center of the track area.)

2.7 Infield Safety Rules

- .1 An infield area of the Microd track shall be identified.
- .2 There will be a first-aid kit and two (2) fire extinguishers within the infield.
- .3 During the race, handlers will observe the race from within the infield safety area.
- .4 Drivers of disabled cars remaining in the infield must remain in their cars with their helmets and safety belts on.
- .5 Cars entering the infield lane during a race must come to a complete stop prior to re-entering the race.
- .6 Only tools and spare parts that can be carried by the handler may be brought into the infield during a race. (No Pitbulls, rolling toolboxes. No extra tools or parts may enter the race track in any way once the first green flag drops. Exception is a STARTER) (1.03.04)
- .7 All handlers need to stay in the circle during a race. If a caution is called, then handlers need to stay in the circle until the cars all come to a complete stop before exiting the circle. Handlers need to let the flaggers take care of the lineups and cautions. (2022)

2.8 Warm Ups

- .1 Warm ups are under the supervision of the Starter and Pit Steward.
- .2 All drivers must register before they warm up.
- .3 Warm ups shall be organized by classes and limited by time and number of cars.

2.9 Non-Racing Use of Track

- .1 No cars will be allowed on the track until an assigned flagger is in position. (Controlled Practice)
- .2 No cars are allowed on the track during intermission unless authorized by the Race Director.
- .3 No one is allowed to use the track after completion of races unless authorized by the Race Director.

2.10 Flags

FLAG COLOR	DESCRIPTION
Green	The green flag is used to start the race. The green flag should be displayed at all times while the race is in progress.
Green & Yellow Flags Rolled / Crossed	Halfway of race.
Green & Yellow Flags Rolled / Parallel and Vertical	Two (2) laps to go in race.
White	The car on the lead lap has one lap left.
Checkered	The race is officially over.
Yellow	CAUTION. Reduce speed, do not pass.
Red after Yellow Flag	STOP
Red Flag only	STOP as soon as possible.
Black Flag - rolled up	WARNING - given for a driver infraction of the rules of racing.
Black Flag - full	DISQUALIFIED - driver will leave the track immediately. The race may be stopped if the driver does not acknowledge the flag.

Table 2.1 - Flag Description Table.

3.0 Driving Safety Rules

- .1 Both hands on the steering wheel at all times except for minor adjustments (seat belt harness, helmet, goggles, etc.).
NOTE The only controls allowed in the cockpit of a Novice or Jr. Novice Microd that are driver adjustable are the throttle, brake, steering, and a kill switch. Any other controls for the purpose of the driver to be able to adjust the Microd (fuel mixture, suspension, etc.) while racing are not allowed.
- .2 Drivers shall signal (one hand up) when preparing to leave the track. This rule is in effect all of the time: warm ups, before, during, and after races.
- .3 Cars disabled during the race are to be pulled to the center of the infield.
- .4 All drivers must remain in their car (with seat belt fastened) until the completion of the race unless injured or the car is returned to the pit area.

4.0 Track Personnel

No driver, handler, owner, or family member will approach the scorers, starters, or be inside the tower while the race is in progress for the purpose of disputing a call or otherwise unsportsmanlike conduct (The Race Director is the point of contact during the race program).

4.1 Inspectors

- .1 The NYSMA President will form an inspection team of one or two members from each of the active affiliated member NYSMA clubs.
- .2 The NYSMA Vice President of Competition will be in charge of the pre-race Safety Inspection team.
- .3 The NYSMA Vice President of Competition will also be in charge of the post-race Technical Inspection team, and will be responsible to insure that the Inspection Team completes the post-race inspections/engine teardowns fairly, efficiently, and as quickly as possible.
- .4 The inspectors decision on safety or specifications is final.
- .5 The NYSMA Vice President of Competition or his assignee will be responsible to determine if cars damaged during competition can continue or will be retired.

4.2 Starter / Flagger

- .1 All races are to be started by the Starter only.
- .2 The Starter *and the Race Director* has absolute control of flagging all races and will be assisted by the assistant flagger. (2005-11/4/01)
- .3 The Starter, at their discretion, may have Assistant Flaggers who shall assist the Starter and follow their directions.
- .4 Only authorized personnel are to confer with the Starter during the race.
- .5 The Starter, except when a critical situation dictates, is the only person to give flags during a race.
- .6 Assistant Flagger may display (not give) the green, yellow or red flags only at the direction of the Starter. The Assistant Flagger will use the corner flags to indicate safety directions to the drivers prior to their reaching the start/finish line.
- .7 The Starter and/or race director will decide when the black flag is to be given.

4.3 Scoring Personnel

- .1 Scorers will assist the Head Scorer in making the line ups for each race. The Head Scorer may also appoint others to assist the Scorers with this task. Each club must have a Scorer representative in the booth.
- .2 Only authorized personnel are to be in the Scorers Stand.
 - .1 Scorers
 - .2 Lap Counter
 - .3 Announcer
 - .4 Pit Steward
 - .5 Race Director
- .3 Scorers will be an individual (**visual**) Scorer.
 - .1 A scorer is responsible, during the race, to record the car numbers on a score sheet in the exact order the cars cross the start-finish line, starting a new lap (columns on the score sheet) each time the lead car crosses the start-finish line. The scorer also makes out the line-ups for restarts and tallies the order of finish at the completion of the race.
 - .2 Scoring Personnel **will not** be called upon to make any call.

4.4 Race Director

- .1 Race Director shall assure that all NYSMA sanctioned and or sponsored races are conducted within all NYSMA rules and guidelines.
- .2 Race Director shall be the point of contact during the race for all Handlers, Head Scorer, Flagger and any other officials on the track or involved in the race.
- .3 Race Director organizes a Pit Meeting prior to the start of racing to explain the operation of the race event.
- .4 Race Director can call for the stoppage of the race event any time a safety or procedural situation arises.

5.0 Scoring Rules

5.1 Definition of Terms

- .1 **Order of finish:** The order cars finished each race. This accounts for all cars that started that race.
- .2 **MDO:** A car that starts but does not complete the race. (**Mechanical Drop Out**).
- .3 **No Go:** A car that is unable to make the start of an assigned race.

5.2 Heat Races

- .1 Lineups for heats will be determined by a separate random drawing by the drivers in each class. Each driver will draw one number and that number will be used to determine the heat in which the driver will be placed and his/her starting position in that heat.
- .2 The number of heats, number of cars in each heat, and the number of cars qualifying for the feature race from each heat (also from each consolation race, if run) will be based upon the number of cars in each class. The Head Scorer will determine that number and announce them as soon as possible after registration is completed.
- .3 After all cars in a class are registered and all drivers have drawn a number, the following steps are followed:
 - .1 The number drawn is recorded for each driver (car).
 - .2 The number of heats to be run is determined by the number of cars signed in and registered in each class. A maximum of **six (6)** cars per heat race is allowed.
 - .3 The lowest number gets the first position in the first heat, the next lowest gets first position in the second heat, and so on until all first (pole) positions in all of the heats have been filled.
 - .4 The next lowest number gets the second position in the first heat, the next lowest gets the second position in the second heat, and so on until all second positions have been filled.
 - .5 This process continues, using the next lowest numbers to fill starting positions in order in each of the heats, until all cars have been assigned a starting position in one of the heat races.

5.2.4 Drawing Starting Position

- .1 Assume a class with 26 cars registered, and each driver has drawn a number from a container of numbers (1-50).

CAR #	CAR #	CAR #	CAR #	CAR #
Car-a 23	Car-b 15	Car-c 2	Car-d 41	Car-e 9
Car-f 35	Car-g 42	Car-h 3	Car-i 28	Car-j 45
Car-k 4	Car-l 11	Car-m 29	Car-n 21	Car-o 27
Car-p 12	Car-q 31	Car-r 17	Car-s 1	Car-t 47
Car-u 32	Car-v 43	Car-w 20	Car-x 36	Car-y 39
Car-z 14				

Table 5.1 - Racing Example - Drawing for Position

- .2 Divide the total number of cars registered for the class by 8 (maximum number of cars per heat). Round up to the next whole number ($26 / 8 = 3+$, which is rounded up to 4). This is the number of heats required. Heat assignments result in 2 heats of 7 cars and 2 heats of 6 cars.
- .3 The lowest numbers drawn are assigned the first positions in each heat.

Heat 1	Heat 2	Heat 3	Heat 4
Car-s (1)	Car-c (2)	Car-h (3)	Car-k (4)

Table 5.2 - Racing Example - Starting Positions, row one.

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.4 Then the second positions are filled in each heat with the next lowest numbers drawn.

Heat 1	Heat 2	Heat 3	Heat 4
Car-s (1)	Car-c (2)	Car-h (3)	Car-k (4)
Car-e (9)	Car-l (11)	Car-p (12)	Car-z (14)

Table 5.3 - Racing Example- Starting positions - row one and two.

.5 The process continues using the lowest numbers in order to fill in the remaining starting positions in each heat in the order as described above. The final heat line-ups are as follows:

Heat 1	Heat 2	Heat 3	Heat 4
Car-s (1)	Car-c (2)	Car-h (3)	Car-k (4)
Car-e (9)	Car-l (11)	Car-p (12)	Car-z (14)
Car-b (15)	Car-r (17)	Car-w (20)	Car-n (21)
Car-a (23)	Car-o (27)	Car-i (28)	Car-m (29)
Car-q (31)	Car-u (32)	Car-f (35)	Car-x (36)
Car-v (39)	Car-d (41)	Car-g (42)	Car-y (43)
Car-j (45)	Car-t (47)		

Table 5.4 - Racing Example - Starting positions - all rows.

5.3 Consolation Races

- .1 Consolation races will be run if the number of cars in a class warrants such races, and time permits. Scorers and/or NYSMA Directors will assist the Head Scorer in determining if consolation races are to be run.
- .2 If consolations are run, each driver who did not qualify for the feature will participate.
- .3 Lineups for consolations will be determined by the finishing position of the cars in their heats. Lineups will be on a "heads up" basis, with the following steps:
 - .1 The higher the non-qualifying position in the heat race, the higher the starting position in the consolation race or races. If two or more cars have finished in the same position in different qualifying heats, then the car in the lower heat number takes precedence.
 - .2 This process continues until all non-qualifying cars from all the heats have been assigned a "heads up" starting position in the consolation race(s).
 - .3 Any No-Go from the heat races will be lined up next.
 - .4 Any cars changing/substituting engines will be lined up next (scratch position). Any changes must be announced to the Tech Official prior to removal and the removed motor and/or parts left in tech area for inspection at final tear down if necessary.
 - .5 Any cars disqualified (DQ) in the heat races, if allowed to participate in the consolation race will be lined up next (behind engine changes, if any).

5.3.4 Consolation Race / Starting Positions

- .1 Using the example of 26 cars registered for a class and four heat races, with the 1st and 2nd place car in each heat qualifying for the feature, a total of 18 cars would be left to qualify for the final four places in the 13 car feature. This would require two (2) consolation races with nine cars starting each consolation.

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.2 The two consolation races would be lined up "heads up" this way:

Consolation 1	Consolation 2
3rd place - Heat 1	3rd place - Heat 2
3rd place - Heat 3	3rd place - Heat 4
4th place - Heat 1	4th place - Heat 2
4th place - Heat 3	4th place - Heat 4

Table 5.5 - Racing Example - Consolation Starting Line-up.

- .3 After all cars that finished in a non-qualifying position in the heats are lined up by the "heads up" process, the remaining cars (if any) are added in the following order:
- .1 No-Gos from heats
 - .2 Engine Changes
 - .3 DQ in Heats

5.4 Feature and Semi-Feature Race

- .1 Line ups for starting positions in the feature and semi-feature races will be determined by "heads up" procedure, for those cars that qualified by heats and consolations (if run).
- .2 Based upon the number of cars registered in each class, the number of qualifying heats, number of cars qualifying from each heat, number of consolations (if needed), and the number of cars from each consolation, the number of semi-feature races (if needed) is determined.
- .3 Feature Race - "Heads Up" starting line up. The following steps are followed to determine the starting line-up:
 - .1 The winners of each heat will re-draw for the top feature starting positions.
Note: Example: if 3 heats, the 3 heat winners would draw for positions 1-2-3; if 4 heats, the 4 heat winners would draw for positions 1-2-3-4; and so on.
 - .2 Next the second place finishers in the qualifying positions would be assigned the next available "heads up" starting positions, in order of the first through last heat.
Note: Example: if 3 heats, then 4th-2nd in 1st heat, 5th- 2nd in Heat 2, 6th-2nd in Heat 3; if 4 heats were run, then starting positions 5th - 8th would be assigned in order of 2nd in Heat 1, 2nd in Heat 2, 2nd in Heat 3, 2nd in Heat 4.
 - .3 This "heads up" procedure would continue until all cars qualified from heat races are assigned starting positions in the feature.
 - .4 If the consolation races are run to determine the remaining feature line up, the starting positions will be filled in order of the higher finishing position in these races.
Note: Example: 1st in consolation #1, first in consolation #2, second in consolation #1, second in consolation #2 receive starting positions ninth through 12th in the feature line up. *There must be at least a 2 car B-Main or the feature will run 13 cars.* [Changed 12-09-02]
 - .5 Cars making engine substitutions after qualifying must start scratch in the race qualified for. Any substitutions and/or changes to the motor must be announced to the Tech Official prior to removal and the removed motor and/or parts left in the tech area for inspection at final tear down if necessary.
- .4 Semi-Feature Race- "Heads Up" starting line up. Those cars not qualifying for the feature in a class will be lined up in a "heads up" procedure for semi-feature races, provided that semi-features are run.
 - .1 The same "heads up" lineup procedures as described above will be used, with the exception that the higher finishing non-qualifiers (in heats or consolation) will not draw for the top semi-feature starting positions.
 - .2 The higher finishing non-qualifying cars in the heats (or consolation races, if run) will be assigned the top starting positions in semi-feature races. This "heads up" order of assignments is: the higher the finishing position or if the finish is the same in different heat or consolation races, then the lower number race takes precedence.

5.4 Feature and Semi-Feature Race con't

- .3 After those cars eligible, based upon their non-qualifying finishes have been assigned, other cars will be added in the following order:
 - .1 No-Gos from heats
 - .2 Engine Changes
 - .3 DQ in Heats
- .5 If the number of cars registered in any class warrants more than one semi-feature, eligible cars finishing in the same positions in different heat/consolation race will be the same (as near as possible) heads-up starting positions in the two or more semi-features.

5.5 Realignment Order for Re-Starts

- .1 Scoring and realignment order under a yellow/red flag situation during a race.
 - .1 The Scorers will mark a diagonal line after the last car number recorded on the score sheet at the same time a yellow or red flag is displayed.
 - .2 The initial race realignment order (before penalties) after a race is stopped will be the order of the last completed lap. (If there is no last completed lap - i.e. caution during the first lap of a race - the most recent class line-up will be used).
 - .3 Any car whose number was not recorded in that prior lap (lapped car, car in infield, etc.) will be *lined up behind those cars which were recorded. If more than one of these cars, their order will be determined by the order in which they crossed the start-finish line in the previous lap (or laps if necessary).
 - .4 To complete the race realignment, the car or cars assessed penalties will then be realigned to scratch positions. This is recorded by the Scorers on their score sheets.
 - .5 The number of laps officially completed will be the same number as the lap completed prior to the lap in which the yellow/red flag was displayed. The person acting as lap counter will be informed of such.
 - .6 A lap (column on score sheet) is considered complete if:
 - .1 the lead car has crossed the start-finish line so the Scorers have begun recording a new column, and
 - .2 all cars currently running on the track have crossed the start-finish line and are recorded so that there are no more cars to be recorded in that lap/column (that is, the next car that will cross the line is the lead car, at which time a new column will be started).
 - .3 Care must be taken so that cars that are being lapped when a caution comes out do not lose positions. If they were not scored in the last completed lap because they were being lapped they should be scored at the bottom on that lap on the score sheet, so their position is not lost.
 - .7 In the event that a score sheet column has numbers recorded in it, but is not a completed lap, that column shall not be used in determining the number of laps that have been run.
 - .8 The lead (1st place) car, after penalties have been assessed, must start in the lead (first) position on the restart.
 - .9 If after penalties are assigned, a lapped car is in the pole position in the realignment, that car or cars must go to the back (rear of field, but in front of all penalized cars).
NOTE: Care must be taken by the starter and Scorers in this situation to insure that the lapped car (cars) being placed to the back of the field does not lose any positions to other cars running in the same lap as the lapped car was (that is, if the lapped car is one lap down, but running ahead of other cars that are also one lap down, the lap car 'forced' to the back for realignment should not be placed behind any other cars, also on lap down, that he was running ahead of in the same "one lap down" situation in the lap completed prior to the yellow/red flag).
 - .10 Cars must pass over the start-finish line on the track to be scored for that lap. Possible exception: A car is forced off the track by another car, but the race continued. This situation would be at the discretion of the Starter.

5.5 Realignment Order for Re-Starts con't

.11 A race with 8 cars was stopped on the 7th lap. Below is a sample scorer's sheet.

Starting Lap Number	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Lap 6	Lap 7
3	3	41	41	41	9	9	41
22	41	3	22	9	41	(5)	9
41	22	9	9	22	82	41	5
9	82	22	3	82	22	82	82
16	5	82	82	3	3	22	
82	9	5	5	5	16	3	
5	16	16	16	16		16	

Table 5.6 - Race Example - (cars circled are lapped cars).

- .1 The yellow flag was displayed in Lap 7 after four cars had crossed the start-finish line.
- .2 Lap #7 in not complete.
- .3 Initial realignment is based upon the order recorded in prior lap.
- .4 Lap #6: 9-5-41-82-22-3-16
- .5 after penalty, line up: 5-41-82-22-3-16-9.
- .6 However, car #5 is a lapped car (one lap down), so the final restart order is 41-82-22-3-16-5-9
- .7 The race has 6 officially completed laps, and all cars have completed the 6 laps, except #5 which has completed 5 laps.

5.6 Order of Finish

- .1 A car must be running under its own power to receive the checkered flag.
- .2 The order of finish shall be determined by the number of laps completed and order in which the cars crossed the start-finish line in the last lap. The number of laps completed shall be the primary factor.
 - .1 That is, for example, all cars completing 25 laps ahead of all those who finished less than 25 laps. The order in which they crossed the start-finish line in the last lap then places all cars that completed 25 laps in order. Then all that completed 24 laps, etc.
 - .2 If two cars complete 24 laps, and one crossed the start-finish line at the end of the race and one cars dropped out (MDO) after completing 24 laps then the car running places in front of the Car which dropped out. If two cars both dropped out completing the same number of laps, then the one who completed those laps first places in front of the other.

Microd	Illustration: 20 lap race with 5 Microds
Microd A	Leader for 20 laps and wins.
Microd B	Runs the whole race slowly, completed 12 laps and takes the checkered flag.
Microd C	Runs 15 laps and dropped out.
Microd D	Runs 5 laps and has a problems, but is able to return to the race in progress and takes the checkered flag completing 15 laps.
Microd E	Runs 3 laps and is out, but returns for the last 3 laps and takes the checkered flag.

Table 5.7 - Racing Example - Scoring Table 4

- .3 Order of finish would then be: A, D, C, B, E. The winning car must be under it's own power and receive the checkered flag on the final lap, then all other positions after 1st place are determined with the number of laps being the primary factor.
- .4 Those cars involved in a tie will receive identical awards.
 - .1 For example; In a heat race, both qualify for the feature or both do not, both receive the minimum number of points, trophies, or whatever. When a tie is recorded, the next finishing position is left open.

5.7 Posting of Scores

- .1 The order of finish shall be posted as soon as possible after the scoring is completed. The order of finish is not official until all teardown inspections are completed.
- .2 Each score sheet shall be signed by the Scorers.
- .3 After the completion of the last (feature) race and all finishes are posted, all score sheets will be available for review by any concerned member / parties.
- .4 The scorers must put the finishing time on the score sheet (Noting that the red flag stops the timing of the race until they restart) (11.03.03)

6.0 Race Operations

6.1 Qualifying by Heats

- .1 The number of heat races and the number of cars in each class is determined by the number of cars signed in/ registered in each class.
- .2 Heats are to be limited to (6) cars, or less.(12-18-22)
- .3 The number of cars in each feature and semi-feature is determined by the number of cars registered in the class.
- .4 All heats will be lined up by random draw.
- .5 The number of heats, number of cars racing in each heat and the number qualifying for the feature from each heat will be announced as soon as possible after registration is complete.
- .6 Cars not making their scheduled heat will start scratch in the next race qualified for (if applicable).
- .7 Engine substitutions after qualifying must start from the scratch position in the race qualified for. Engine substitutions must be reported to the Race Director.
- .8 The number of scheduled laps for any event will not be changed except for:
 - .1 Threatening weather conditions (i.e. rain, storms, floods etc.)
 - .2 Curfew
 - .3 When all or a large part of the first days program of the N.Y.S. Championship Race has been canceled or delayed significantly, requiring remaining classes to run on the next day. (Assumes the length of the program requires more than one day.)
 - .4 Time limit expires. Time limit for any race is the greater of; minutes times laps, or 15 minutes (minimum time limit).

NOTE: In event of any of the above, the NYSMA Board of Directors will make the necessary adjustments.

.9 Laps:	<u>Class</u>	<u>Heat</u>	<u>Consi</u>	<u>Semi-Feature</u>	<u>Feature</u>
	Jr. Novice	10	15	25	25
	Novice	10	15	25	25
	All Other Classes	12	15	30	30

6.2 Starting of Race

NOTE: Original Start - First lap of the race.

- .1 The lineup at the start of each race shall be two (2) abreast.
- .2 All starts will be rolling starts.
 - .1 All cars will pace with the pole car (inside front row) which will determine the pace of that event.
 - .2 Starter has the option to put either or both cars from the front row to the back if they do not keep a reasonable pace around the track.
 - .3 The Starter may call a false start when necessary. Repeated offenders will go to "scratch" position. This decision is left up to the Starter.
- .3 The lead car must be in the front straight when the green flag is given.
- .4 For the start of the race to be official, the first green flag must be thrown.
- .5 The "Five Lap Rule".
 - .1 This five lap rule may only be applied once for the original start of the race.
 - .2 A total of 5 laps will be allowed, if necessary, before the race is started.
 - .3 All cars are to be properly aligned before entering the track for the race.
 - .4 Any car/cars not in position will have 3 laps to get in position. if not in position by the end of 3 laps, the cars behind the vacant position(s) will be moved up by criss-crossing positions if necessary, to obtain the correct alignment.
 - .5 The car/cars that did not make the proper alignment will start scratch.
 - .6 Any additional cars that pull out of the lineup after the 3rd lap, of these 5, will start scratch.
 - .7 Cars starting scratch due to this rule will line up in the rear in the order that they return to the lineup.

6.2 Starting of Race con't

- .8 Upon any 1st lap restarts, cars must assume the position in which they started the race, not necessarily the position scheduled to start.
- .6 Any car that fails to keep up with the field during the pace laps may be asked to go to scratch position. this decision is left up to the starter.
- .7 At the start of the race, **NO** car will pull out of line to pass until his/her car has crossed the designated start line. This applies only to the 1st lap starts. At the discretion of the Starter, a safety cone may be used to assist in the original start or restart of the race. All cars must pass to the indicated side of the cone, if needed.
- .8 The Starter may call a false start if necessary. Repeat offenders may go to the scratch position, at the discretion of the Starter.
- .9 There will be at least one (1) original start with cars two (2) abreast.
 - .1 If after two attempts to start the race two abreast, and the first lap has not been completed, then the original start can be single file at the starters discretion.
- .10 A car that fails to make a scheduled race (for any reason) may not enter the track from the pits after the rolled up white flag signaling the last parade lap has been displayed, prior to the original start.
- .11 No warming up tires will be allowed after the line up is announced. (11-17-4) Cars need to be single file until the line up is given.

6.3 Racing

- .1 There will be exactly one (1) car handler per each participating car in the infield during any race.
- .2 Laps shall be counted from lap one (1) up to the number of laps in the race (8, 10, 12, 15, 20, 25, 30).
- .3 Anyone scheduled for a race, who is withdrawing from a race, must report this to the Scorers as soon as possible.
- .4 Cars will pull to the infield - not to the outside of the track, for adjustments or repairs.

6.4 Cautions/Emergency Situations

- .1 The race will be yellowed flagged (caution) when:
 - .1 One or more cars are stopped in a dangerous position on or near the race track surface.
 - .2 Three or more cars are involved in a single accident.
 - .3 The track is deemed unsafe (i.e. debris, oil, wet surface, etc.).
 - .4 A car develops a dangerous condition (unsafe) on the track. The black flag can be used to tell the driver/drivers to leave the track and pull to the infield or the race may be stopped if the Starter *or Race Director* believes it is necessary. (2005-11/04/02)
- .2 The race will be red flagged (halted) when:
 - .1 Three (3) or more cars are involved in an accident on the racing surface.
 - .2 A car flips on its side or top.
 - .3 Car or cars that are involved in an accident or situation require immediate attention.
 - .4 Personal injury to a driver, handler, or track official occurs.
 - .5 A serious safety problem (e.g. fire) occurs.
- .3 No laps will be counted while running under the yellow flag.
- .4 When a car has been involved in an accident, the car will be inspected to determine whether or not it can continue to be raced and the driver will be observed to determine if he should not be allowed to continue. The construction and the components of the car shall not be damaged beyond a point they will no longer serve the intended purpose or pose a risk to driver or other drivers involved in the race.
 - .1 This inspection shall be done by the Vice President of Competition or his designee (Infield Official).
 - .2 Decisions shall be final.
- .5 Disabled or unsafe cars must be driven or pushed to the center of the infield or pit area.
- .6 Any car causing three (3) cautions in a race will be sent to the infield until the end of the race. The handler and driver will be notified by the race director and/or flagger after the driver has caused two (2) cautions. The driver will be placed in the natural order of finish.
- .7 Handlers, owners, or officials are not to go on or cross the track while a race is in progress.

6.4 Cautions/Emergency Situations con't

- .8 After line-up is given any car pitting under caution will be lined up at the tail end of the field unless it is deemed a safety issue by track officials. No adjustments can be made except for the safety issue. (11-17-5)

6.5 Restarts

- .1 The Starter and Scorers decision on realignment is final.
- .2 The Starter will restart the race as soon as possible, at his/her discretion.
- .3 The lead Microd must be in corner #4 or in the front straight when the green flag is given.
- .4 On any restart after the 1st lap has been completed, cars may pass after the green flag is given.
- .5 When the starter is ready to realign the cars, any car not ready goes to scratch position.
- .6 Restarts occurring after the completion of the first lap prior to the halfway point of the race will be two abreast.
 - .1 If a race has been started or restarted single file, all subsequent restarts will be single file as well.
- .7 Restarts occurring after the halfway point of the race or after the 3rd caution will be single file.
- .8 When a position is vacated by a car, the other cars will move ahead in a manner to obtain the correct alignment. (That is, crossover if necessary.)
- .9 Disabled cars, when ready or approved by the technical inspector, may re-enter the track after the restart of the race, using the back stretch.
- .10 The car or cars that cause the yellow flag to be displayed are to be restarted at the back of the lineup.
- .11 Any car deemed by the race director or flaggers to be a contributing factor to the accident will be put to the back of the lineup.
- .12 Any car deemed to be an "innocent victim" shall not be penalized. In making this judgment, the race director and flaggers should try to determine if the driver could have avoided being involved.
- .13 Any incidents occurring while a driver is trying to avoid a previous accident will not be penalized.
- .14 If a race is postponed and continued on the same date, the number of cautions obtained will carry over to the conclusion of the race. (If you cause a caution before the postponement, then when the race is restarted, that caution is counted and is cumulative.)

6.6 Re-Entry

- .1 Re-entry into a race in progress must be at the designated part of the track. This area is located between turns 2 and 3 on the back stretch of the track.
- .2 Any car re-entering a race must see it's way clear before re-entering the track. The responsibility rests solely with the handler.
- .3 Once a car goes into the pit area during a race (exiting the track), it cannot return to the track for that race.

Exceptions: the car was crowded into the pit, the use of pit road or pit area to avoid an accident, or car is taken to the pits by someone other than the car's driver or handler.
- .4 No repairs are to be made on the track surface, on the ramps to or from the pits, or along the outside of the track. Repairs made during a race (while in progress or during stoppage) will be made within the infield and will be performed by the handler for the driver/car already in the infield. The handler may not leave the infield or cross track to get tools and/or parts.

7.0 Infractions

7.1 Driving Infractions

- .1 **Repeated bumping**- repeatedly bumping into a slower car instead of maneuvering around it.
- .2 **Weaving**- zigzag driving to prevent other cars from passing.
- .3 **Forcing**- intentionally and without need for room, turning against another car causing it to be slowed. If as a result of this action the second car must drive over established boundaries of the track, the infraction will be issued to the car causing the accident.
- .4 **Crowding**- putting a car into or through any space which is not legitimately large enough; whether between other cars or driving over established inside or outside rails to pass or "squeeze through" other cars.
- .5 **Cutting in**- turning in front of another car anywhere without full clearance.
- .6 **Hooking**- car passing on the inside must give way if the front of inside car is not past cockpit of outside car when entering turn.

Note: Intentional or unintentional "cutting in" is sometimes difficult to judge, but warnings for either eventually produces better judgment on the part of the drivers and fairer and cleaner races.

Note: Cutting in or crowding or a combination of both is the major cause of "spin outs". However, a car can spin-out, or be made to, by itself. Therefore an infraction is not always involved.

7.2 Warnings

- .1 A driver may be given a warning for:
 - .1 Committing any of the driving infractions.
 - .2 Violating any of the Rules of Racing.
- .2 Signaling or coaching a driver while race is under the green flag, will result in a warning for the car being signaled to.
 - .1 *The only type of driver to (handler/pit person) communication that will be allowed is the spoken word through the air (while microd is stopped on infield, or by race official under caution).*
 - (a) *Futher - No type of device may be used (cell phone, two-way radio, etc.) to communicate with in anyway, or give instructions to the driver or handler at any time by the (handler/pit person) or someone outside of the fence acting as a spotter. **Proposal 01-06-01***
- .3 An owner, handler, or assistant may be given a warning for violating any of the Rules of Racing. This warning may count against the car with which the violator is associated.
- .4 Warnings will be given by the Starter.
 - .1 The Starter may give a warning while the race is in progress. (Rolled up black flag).
A dry erase board will be held up with the number of the warned car written on it to avoid confusion on who is getting warned.
 - .2 A Judge may initiate a warning by telling the Starter or Race Director of the violation, during a caution or after a race stoppage.
- .5 Warnings will be recorded as notes on all score sheets as reported to the Head Scorer by the Starter.
- .6 Warning will be explained to the driver and handler of the car involved, by Race Director.
 - .1 A caution will not be called to explain. It will be done at the next viable moment.
- .7 Warnings are cumulative during the events of one race date only.

7.3 Disqualification (DQ)

- .1 A car driver may be disqualified for:
 - .1 Unsafe equipment, including all equipment on the car on or off the track, whereby the safety of anyone may be jeopardized.
 - .1 Mechanical difficulties with car.
 - .2 Dangerous body parts.
 - .3 Pit equipment.
 - .4 Creating a hazard by spilling oil or dropping parts on the track.
 - .2 Unsafe procedures, including driver or handler performance on the race track, whereby the safety of anyone may be jeopardized.
 - .1 Disobeying any flag.
 - .2 Receipt of a third warning in the same race.
 - .3 Receipt of a fourth warning in one day.
 - .4 Driver getting out of car anywhere within racing area for repairs.
 - .5 Improper use of escape routes.
 - .6 Pulling in or out of traffic to impede progress and/or safety of others, etc.
 - .7 Entering pit area after the original green flag unless forced into the pit due to an accident.
 - .8 Cutting in infield for reasons other than to avoid a previous accident.
 - .9 Unsportsmanlike conduct. Failure to obey any direction of officials, unacceptable mechanical changes, "monkeying" a competitor's car, team driving, or any action deemed unfair, obscene, or unbecoming to the sport of Microd Racing.
 - .10 The only type of driver to (handler/pit person) communication that will be allowed is the spoken word through the air (while microd is stopped on infield, or by race official under caution).
 - (a) Further - No type of device may be used (cell phone, two-way radio, etc.) to communicate with in anyway, or give instructions to the driver or handler at any time by the (handler/pit person) or someone outside of the fence acting as a spotter.
- .2 A car and/or driver that is disqualified at one race may forfeit awards for that race, but is not disqualified from participating at other races.

Note: Occasional bumping, pushing, "riding a car's tail", inability to guess every other driver's exact thought or move, split-second reaction, etc. are all part of any race, and sometimes difficulty is unavoidable. Unbiased (but not impractical) and firm (but not petty) handling of warnings and DQ's produces the desired results in safety and fairness to a "good race".
- .3 A pit person, handler, or owner may be disqualified and asked to leave the track premises for :
 - .1 Unsafe equipment or procedure.
 - .2 Unsportsmanlike signaling or coaching a driver. (No two way radios allowed in infield, pits or cars)
 - .3 Unsportsmanlike conduct.
 - .4 Receipt of second warning during one day.
 - .5 Disobeying rules or instructions of the Starter or Race Director.
- .4 A car and driver will be disqualified for equipment not meeting the inspection requirements. Examples are: engine class, gearing, weight, safety equipment and specifications as defined in the NYSMA plan book (per Divisional Planbook).
 - .1 If a car is involved in a racing accident/incident during a race which causes a technical infraction, there will not be a DQ handed out. It will be the tech inspectors decision.
- .5 Other grounds for disqualification.
 - .1 Engine must be stopped before car enter the pits.
 - .2 Cars can not be driven under power in the pit area.
 - .3 Cars must be under control of the handler while in the pit area.
 - .4 Failure to report an engine substitution before a race.
 - .5 Unreasonable delaying tactics by the driver or handler to start or restart the race.
 - .6 Having more than one handler for a car in the infield.
 - .7 Handler on the racing surface while the race is under the green flag or crossing track under caution.
 - .8 Car re-enters track somewhere other than between turns 2 and 3.
 - .9 Car repairs other than in the infield or having tools or parts thrown onto track.

7.3 Disqualification (DO) con't

- .10 Any driver intentionally or carelessly causing an accident during the last lap of the race.
- .11 Refusal to tear down under a legitimate request.
- .12 Use of an illegal engine or car.
- .13 Any tampering with, working on, disassembly of engines, or unauthorized persons in the impound/inspection area except as directed by an inspector.
- .14 If a driver is dq'd for any reason that given race cannot be used as a drop for points. (10-30-22)

7.4 Finish of Race

- .1 When the checkered flag drops, the race is complete.
- .2 Winning car will make one (1) safety lap before receiving the flag for the victory lap.
- .3 Cars racing in second place and down should continue to race for better position until they receive the checkered flag.
- .4 All cars will make one safety lap after receiving the checkered flag for a gradual slow down, then leave the track. If a car is more than one lap behind the leader, it does not complete the number of laps in the race.
- .5 The race is officially over and will not be restarted when the checkered flag is given to the leader and he/she has crossed the finish line.
- .6 The last two (2) laps of the race must be completed under the green flag until at least one driver has taken the checkered flag.
 - .1 If an accident occurs during the last lap and the race is stopped, but no driver has taken the checkered flag, two more laps will be run to complete the race. Lineups will be according to the normal lineup procedures.
 - .2 If an accident occurs and the race is stopped and some but not all of the drivers have taken the checkered flag, the race is complete and the order of finish for those drivers not taking the checkered flag before the yellow flag was displayed will be according to the number of laps finished and their position at the finish of the previous lap.
- .7 If the "Time Limit" has expired, and a caution occurs, the race will end and the realignment order will be used to determine the official order of finish. Unless the halfway point has not been reached. Then the race will continue until the first caution after halfway and the realignment order will be used to determine the order of finish. (1-18-2)
- .8 Any driver intentionally causing an accident during the last lap of the race will be disqualified from the race. The driver penalized for a caution during the last lap will be placed in his finishing position after the penalty is assessed.
- .9 If half of the total race laps have been completed and the race is stopped, but cannot continue, the completed laps will be considered the race.
- .10 If a race is stopped before the halfway point and cannot continue on the same date, then it will revert to the original start on a new date.
 - .1 Necessary changes to the cars will be allowed as if they were entering a new race.
- .11 If an accident occurs on the last lap, the race director and flaggers must make a call. (Even if yellow flag has not been thrown.) (11.04.03)

7.5 Post-Race Inspection/Engine Teardown

- .1 At all races sponsored and sanctioned by NYSMA, the post-race inspection and engine teardown will be performed according to the procedures specified below. Classes using Club Motors will be exempted from the engine teardown requirement.
- .2 Immediately upon completion of the race event (by class), all top five finishing cars will be impounded by the inspection team into an area specifically designated. At no time will any owner, driver, club member, spectator or other unauthorized person be allowed in the inspection/teardown area. Nor may anyone work on, or tamper with any car or engine in the teardown area.
- .3 Winning cars may be inspected for weight (without and/or with driver), two wheel brakes, gear ratio, fuel test, and oil test.

7.5 Post-Race Inspection/Engine Teardown con't

- .4 Engines from those cars that finished 1st, 2nd, and 3rd in all classes feature races will be disassembled and inspected. 1st place winners of semi-feature races will also be inspected.
- .5 At the discretion of the Inspection Team, subsequent top finishing cars in the race (i.e., 4th, 5th, etc. places in features, and 2nd, 3rd, etc. places in semi-features) will have their cars impounded and owners instructed to stand by for possible post-race inspection/teardown.
- .6 The engine teardown procedures described in the NYSMA Engine Specifications chapter will be used for post-race engine teardown.
- .7 Owners or mechanics will be the only persons to perform the engine teardown, to the point required by the inspection team.
- .8 Two inspectors, from different clubs, must perform each inspection and both will sign each inspection sheet when the inspection is complete.
- .9 The inspection team will be responsible for providing suitable tools for the inspection of the engine parts. For example, micrometer, vernier gauges, etc.
- .10 Owners and/or owner's mechanics will be the only persons other than the inspection team allowed in the inspection area during the teardown. Note: a maximum of two (2) people per car.
- .11 Members of the post-race inspection team will not be allowed to inspect their own cars and engines.
- .12 The findings and decision of the Inspection Team will be final, and all decisions must be unanimous. Any car/engine not meeting the post-race inspection requirements/specifications will be disqualified.
- .13 Disassembled engines will not be reassembled by the inspectors.
- .14 In the interest of saving time and encouraging participation in NYSMA events, the NYSMA President and the Race Committee may arrange for the use of the Modified Post-Race Engine Teardown. The Race Committee will agree on the post-race inspection/teardown procedures to be followed.

7.6 Protests (10.03.03)

- .1 All protest and complaints arising from any race must be made in writing to the Race Director or Race Officials within thirty minutes after completion of that race.
- .2 All complaints must be signed by the protester before being acted upon.
- .3 Written protests are to be made on the NYSMA Official Protest form or to be written following that format.
- .4 No one is allowed to approach the Scorers, or the Starter with protests.
- .5 If an official warning is protested, then the race director and the flaggers involved must reach a unanimous decision, or the warning will be considered void.
- .6 The NYSMA Race Committee shall reach a majority decision on all protests.
- .7 The race director and the flaggers decisions are final and cannot be protested or appealed.
- .8 Owners and/or owner's mechanics of the protestor and protestee are to be the only persons other than the inspection team allowed in the inspection area during the tear down. Note: a maximum of two (2) people per car. (12-2015-01)

7.7 NYSMA Official Protest Form

Official Protest

NYSMA RACE EVENT _____ DATE _____

I, OR WE, THE UNDERSIGNED, DO HEREBY LODGE A FORMAL PROTEST ACCORDING TO THE RULES AND PROCEDURES OF THE NEW YORK STATE MICROD ASSOCIATION, AS INDICATED IN THE NYSMA PLAN BOOK AND RULES OF RACING.

NOTE: Complete all information applicable below, describe the situation or incident as accurately as possible, including the reason(s) for protest.

CLASS _____ CAR NUMBER(S) INVOLVED _____

PROTEST SUBMITTED AGAINST (name) _____

DESCRIPTION OF PROTEST (Accurately state the situation, your protest, the Rules and/or Procedures involved, and your desired resolution, in the space provided. Use additional paper if required):

PRINTED NAME OF PROTESTOR(S): _____

SIGNATURE OF PROTESTOR(S): _____

PROTEST RESPONSE (to be completed by NYSMA Officials only)

PROTEST WAS DETERMINED TO BE (circle one): Valid Invalid Other

REASONS/COMMENTS/REPLIES: _____

ACTIONS TAKEN _____

PROTESTOR NOTIFIED BY: _____

8.0 Prizes

- .1 Trophies shall be awarded to the top 3 finishers in each class for features sponsored by NYSMA.
- .2 Medals shall be awarded to 4th place through the remaining finishing positions in a feature race sponsored by NYSMA.
- .3 Participation awards may also be presented on decision of the NYSMA Board of Directors.
- .4 A list of awards to be given and any entry/prize fee charge should be distributed to all clubs at least 20 days in advance of the NYSMA race date.

9.0 Closing Comments

- .1 Any situation not covered by these rules will be decided by the NYSMA Board of Directors.
- .2 These rules and regulations may be amended by the NYSMA Board of Directors at any time in accordance with the NYSMA Constitution.
- .3 These rules are intended to have but one meaning, which will be interpreted by the NYSMA Board of Directors and or the NYSMA Race Committee.

Section 1.0 Introduction to Engine Rules

- .1 The following section lists the general type of engine to be used for all Microd, Open Wheel and Classic classes. For specific information on the allowed modifications and detailed engine requirements for each class refer to the appropriate section.
- .2 **Please Note, If a modification from stock is not specifically allowed in the Engine Rules it will be considered not allowable. If you have any questions, contact your Tech. Inspector before performing any modification not specifically mentioned.**

Section 2.0 Engine Types

- .1 All engines must conform to the following guidelines listed by class.

Jr. Novice	Briggs Animal 6.5 HP
Jr. Novice & Novice Microd & Open Wheel	Briggs Animal 6.5 HP
Limited Microd & Open Wheel	Briggs Animal 6.5 HP
Stock & Super Stock Microd & Open Wheel	Briggs Animal 6.5 HP

Section 3.0 Fuel/Oil Requirements

- .1 The only fuel allowed for all classes is 90 Octane provided by the clubs. All clubs must use the same fuel supplier. (1-2022)
- .2 No performance enhancement additives may be used (No Nitro type additives in either gas or methanol).
- .3 Fuel will be checked with a Digatron FT64 and will be set to Zero in both Dielectric Constant and Conductivity off of known fuel sample.
- .4 **Tech Inspectors will take a random sampling on race day, prior to the beginning of race program. This sampling is to be used as a baseline for comparison purposes.**
- .5 All cars must test within 10 pts +/- in Dielectric Constant and test within 3 pts +/- in Conductivity of known fuel sample.
- .6 **Tech Inspector, with Board approval, reserves the right to test the fuel of any car at any time. Any questionable reading can be sent out for testing at Tech's discretion. If the fuel is found to be legal, the club pays all testing fees. If fuel is found to be illegal or contain additives, the registered car owner is responsible for paying all fees incurred, which must be paid before registering for additional races at any NYSMA sanctioned event.**
- .7 **Violations of this rule will be as follows:**
 - 1st offense - DQ for race event (heat or feature)
 - 2nd offense - banned for 365 days
 - 3rd offense - banned for life

Note: If you receive DQ for a heat race, and again for a feature race, that is two offenses. It is strongly recommended that if in doubt, you have your fuel tested prior to the race. Try to only buy the amount of fuel you use in a week. Flush tank if you feel you have had a contamination. Replace fuel filter and lines.

- .9 Engine lubricating oil is subject to test for oxygen-bearing and/or vapor-producing substances which are strictly prohibited. **NYSMA reserves the right to conduct oil sampling tests at any time and by any method.** Among approved methods may be utilization of various oil sniffers, including; Robinair Model 14970, set on low range (unit is no longer manufactured or repaired); TIF Instruments Model 5500 of Snap-On Tools Model ACT 5600.

Section 4.0 Engine Modification and Specification Guidelines

Section 4.1 5 HP Flathead Motor(eliminated 2023)

Section 4.2 Animal Classes, etc.

- 4.2.2 Briggs & Stratton WKA Stock Animal 6.5 HP: The animal class will follow WKA Stock Animal Tech rules and accept any changes made during the racing season unless such changes are deemed not good for the sport. (EX. cost, safety)
There is a few exceptions to the rules and they are noted below:
- .1 **Restrictor plates: *Restrictor plates cannot be modified in any way. (2020)***
Jr Novice: A two hole black N.Y.S.M.A. plate with a top hole of 0.231" and a bottom hole of 0.271" to be checked with a 0.232" NO-GO and 0.272" NO-GO. (2020)
Novice : A WKA three hole purple plate with 0.225" holes to be checked with a 0.226" NO-GO. See WKA rule for mounting holes rule. (1-2022)
Limited: A RED NYSMA two hole plate with a top hole of 0.276" and a bottom hole of 0.359" to be checked with a 0.277 NO-GO and 0.360 NO-GO.(2020)
Stock: A BLUE NYSMA single hole plate with a hole diameter of 0.612 to be checked with calipers.
Superstock: No plate required. (1-2020-18)
 - .2 **HEADER/SILENCER:** Exhaust pipe/header must not extend past rear bumper and have no exposed sharp edges. (JUNIOR NOVICE AND NOVICE CLASSES ONLY)
Header shall have a min. length of 12" and a max length of 14 to be measured in the ID using a 1/4" wide tape measure. Measurement to be made from the exhaust flange to the inside radius to the end of the pipe. Junior Novice and Novice must have minimum pipe diameter of .880" nominal. This is the normal pipe measure. Header/exhaust pipe may not protrude inside of exhaust port so as to alter port configuration for performance gain. Studs allowed for header pipe attachment to block.
Gasket and/or Silicone allowed to seal the header.
Header must be fixed design, NO SIPPY PIPES allowed. No extra tubes or extra holes allowed except hole for heat sensor probe if sensor is used.
All header pipes must be of continuous length from flange to end of pipe. No Stages permitted (no chamber, infusers, or covers of any type allowed). It is recommended that the safety wire wrap around the pipe to insure that bolts remain with pipe in case they are stripped out of block.
It is legal to use heat tape or heat wrap in all classes. (2020)
 - .3 **Intake Mounting Bolts:** Any ¼ or 6mm pull thread bolt may be used to attach carburetor to intake. Bolts may not be undercut.
 - .4 Any motors may be scoped at the discretion of the tech director. (3-2021-27)

·CYCLE ENGINE SPECIFICATIONS

BRIGGS & STRATTON STOCK RAPTOR 5 HP ENGINE

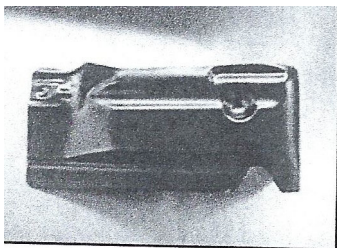
BRIGGS & STRATTON STOCK ANIMAL ENGINE

NOTE: All parts must be Briggs & Stratton Series 12 Engine Model Number 124332 factory production parts unless otherwise specified in this manual. No machining or alteration of parts is permitted unless specifically noted. All parts are subject to be compared to a known stock Briggs & Stratton part. No reading between the lines. If it is not in the rules, it must remain stock. UNLESS OTHERWISE STATED ENGINE WILL BE TECHED AS RACED.

NOTE: Tech tools to be used to inspect part / parts or used in a tech procedure are noted with the part number of tool shown in parenthesis. (Example: {A12}).

SHROUDS & COVERS:

Engine shroud and covers and control bracket must be intact and not modified, except control cover. which can be modified to attach fuel pump (fuel pump must be visible) and throttle bracket also cylinder cover maybe cut for thermocouple, intake manifold and exhaust flange clearance. Refer to Figure 704.1 for maximum removal of metal from engine shroud. New Briggs & Stratton Air shield/guard Part # 555699 may replace plastic control cover and control bracket. Flywheel guard mandatory. All flywheel guards must be bolted to blower housing. Taping of flywheel guard allowed. Tape on block disallowed. No part of Flywheel guard may protrude inside of the flat plane of the blower housing. NO revolving flywheel guards allowed. Any bolt utilized to secure sheet metal, shrouding, etc., with the exception of sheet metal secured by the head bolts, may be replaced with larger diameter bolt(s). The stock kill switch is not mandatory. However, if installed, the stock kill switch must remain in stock location



EXHAUST/SILENCER HEADER/SILENCER:

Exhaust pipe/header must not extend past rear bumper (including silencer, where applicable) and have no exposed sharp edges. Header shall have a maximum length of 24" to be measured in the ID using a 0.250" wide tape measure. Measurement to be made with silencer off of pipe and tape tight. If any part of the pipe is less than the maximum the pipe is legal. Loop Header pipes NOT ALLOWED. Header/exhaust pipe MAY NOT PROTRUDE inside of exhaust port. Studs allowed for header pipe attachment to block. Header pipes MUST be wrapped to protect driver from burns,

Gasket and/or Silicone allowed to seal the header.

Header must be of fixed design. NO SLIPPY PIPES allowed. No extra tubes or holes allowed in header except hole for EGT sensor. If EGT sensor hole is present, sensor must be in place or hole must be plugged.

Extra HEAT SHIELD above chain guard is allowed. Shield to be no higher than a level plane to the top of the valve cover.

All header pipes must be of continuous length from flange to end of pipe with stages or butt welds permitted (no chamber, infusers, or covers of any type allowed on muffler etc.). A header support brace and safety wiring of header bolts or studs is MANDATORY to assure header bolts remain tight. It is required that the safety wire wrap around pipe to insure that bolts remain with pipe in case they are stripped out of block. Silencer must be tight, secure, and completely intact on the header through out the entire event with no leaks or breaks. Silencer must be clamped to header tube and no welding of silencer in any area. Header tube and silencer are only legal parts.

SILENCER:

In events where silencing device is MANDATORY (Divisional, National, etc., points event and where required for non-points, local events), use of RLV B-91 SILENCER IS MANDATORY. Silencer must be utilized as produced, with no modifications or alterations permitted.

Silencer Baffle holes 0.1285" maximum all baffles.

The flange that bolts the header to the block cannot be thicker than 0.312" Max.

AIR FILTER:

AIR FILTER NOT REQUIRED. Any air filter permitted. Air filter must be installed directly to carburetor. Filter may not be used as an air ram and must filter from all areas as raced. Any open areas in filter must be covered with a filter sock.

CARBURETOR:

PZ Model 22 Carburetor only. Must be stock as from the factory. Exception: Any parts that can be removed through the float bowl are non-tech items. The carburetor body and other parts that cannot be removed through the float bowl are tech items and must remain as manufactured. Any 1/4" bolts may be used to attach Garb to intake. NO STUDS ALLOWED. Garb to intake seal is by O-Ring only. No sealer allowed. Air must enter engine at carburetor air horn ONLY. Choke must be as stock as from the factory except choke arm may be secured in the open position. The float and needle must be present in their stock locations and function as intended. No additional parts may be added. Effective July 1, 2011 -- The fuel nozzle should extend between 0.040" and 0.060" into the venturi. The nozzle must maintain stock configuration on top with no notching or grinding.

THROTTLE BORE:

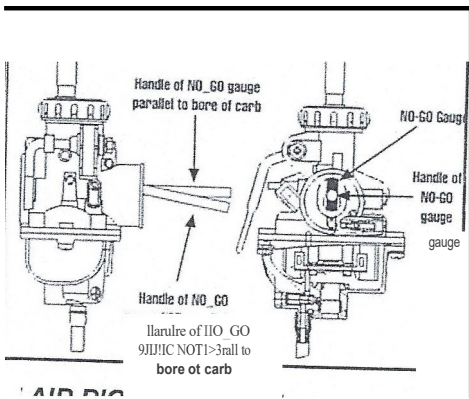
Maximum throttle bore inside dimension is 0.874" (A7) NO-GO. Must be as cast.

CHOKE BORE:

1.149" (A7) No-Go. Must be as cast.

VENTURI:

Vertical maximum is 0.792" No-Go (AB). Horizontal maximum is 0.615" NO-GO for top and bottom of venturi (widest part). Horizontal maximum is 0.602" NO-GO for the narrowest part of venturi (center). When measured from the front (air filter) side of the carburetor, (1) the vertical (0.792") NO-GO shall be held parallel with the carburetor bore (See Fig. 704.4.3), and (2), the horizontal 0.615" and 0.602" NO-GOs cannot start into the venturi. When measured from the back (intake manifold) side, none of the NO-GOs can start into the venturi. No machining of the venturi is allowed.



AIR PICK OFF HOLE:

Maximum 0.061" No-Go (A9)

SLIDE:

Slide must be stock as from the factory. No grinding or other alteration. Deepest part of cut away at bottom of slide must be a maximum of 0.074". Depth of cut away may be measured by placing slide on a flat surface and attempting to insert a 0.075" NO-GO into cut away. Depth may be measured with slide in carburetor by backing the idle screw out such that the slide rests on the bottom of the venturi. Then attempt to insert the 0.075" NO-GO into cut away,

NEEDLE JET:

1.692" maximum length and 1.677" minimum length. Taper on needle must remain stock and will be checked at 0.500" from the tip of the needle and must not be smaller than 0.070" NO-GO (A4).

CHOKE LEVER COVER:

Metal choke cover must remain in place but may be secured with silicone or epoxy sealer. Additional pin punching is allowed to tighten choke cover.

AIR METERING HOLE: The air metering hole must be round and have no camphor or break, and may not be relocated. The diameter is .065 No-Go.

RESTRICTOR PLATES:

Intake restrictors are to be unaltered, and must be as originally manufactured. Restrictor plate must be flat and placed between carburetor and intake, and sealed within gasket area. There must be one gasket between the restrictor plate and the intake manifold. Addition of material or funneling of gasket(s) not allowed. Any attempt to bypass, modify restrictor is prohibited. Anodizing may not be removed from restrictor plate. Horstman or APS lettering must be present, and tang on plate must be on right side when looked at from the carburetor side. In addition to the WKA Tech NO-GO gauges listed below WKA officials may compare competitor's plate to a known stock plate and any use any other tool necessary to determine plate legality. Restrictor plate violations subject competitor to disqualification and suspension.

PURPLE PLATE:

A three-hole plate with 0.225" holes to be checked with 0.226" NO-GO. The two mounting holes may be drilled to allow alignment of 0.226" no go holes with carburetor. Maximum size of mounting holes is checked with 0.328" NO-GO. Plate is used in Dirt and Pavement Sportsman 1 classes.

INTAKE MANIFOLD:

Stock Animal intake as supplied from the factory. The gasket surfaces may be machined to meet the length specification in Section 704.6.1, but the gasket surfaces must remain flat for proper gasket seal. The two intake-to-block mounting holes and one intake-to-carburetor mounting hole may be drilled out and will be checked with a 0.328" NO-GO and the width of the intake to carburetor slotted hole will be checked with the same NO-GO. Briggs & Stratton curved intake part #555776 Is legal in unaltered form.

LENGTH:

1.740" NO.-GO 1.760 MUST-GO (A12).

INSIDE DIAMETER:

Inside I.D. 0.885" MUST GO, 0.905" NO-GO (A11). Minor paint runs or welding slag inside manifold are not grounds for disqualification.

INTAKE TO BLOCK GASKET:

After market gaskets are allowed. No sealants are allowed. Gasket thickness 0.070" max..

FUEL PUMP:

Auxiliary pulse-type fuel pump allowed. Fuel pump must be externally mounted. Fuel pump must be pulsed only from the crankcase upper oil fill cap. Fuel pump must be mounted on engine. Pulse line from crankcase to fuel pump not to exceed 15". Fuel pump pulse line must be standard 1/4" inch or smaller inside diameter fuel line. Single diaphragm type fuel pump only. No double or triple diaphragm pumps allowed. A fuel pump return line to fuel tank is not allowed.

VALVE COVER:

Stock valve cover as from factory that includes the breather hole for the tube that runs to the catch can. (No threading of hole allowed.)

Valve cover gasket must meet stock configuration. No sealer allowed.

ROCKER ARMS:

Must be stock as from the factory. Minimum length is 2.820"

CAMSHAFT:

All cam profile readings must be taken with zero valve lash and degree wheel at top dead center (TDC) of compression stroke. Readings shall be measured from push rods. Set dial indicator at zero and do not reset during the profile process. Only stock factory camshaft cores from Briggs & Stratton are permitted, part numbers 555532 and 555584. Lobes may be ground but not to exceed 0.870" maximum base circle. Mechanical compression relief is non-tech. Camshaft lobes must remain flat and of original width. Push rod guides may be removed if necessary to re-check the cam if found non-compliant when checking camshaft profile.

Maximum valve lift of 0.255" taken directly off the valve assembly at zero valve lash. Place dial indicator on valve keeper then tighten ball rocker till you see indicator move 0.001" to 0.002". this will assure that all the lash is taken out of the valve. Set dial indicator to zero and then check lift. When checking the lift off the valve keeper, the only dial indicator holder that will be used is a three leg holder Sox holder #AT320A or similar indicator holder. If lift exceeds 0.255", competitor may rotate the valve retainer one time and ask for a valve lift recheck.

CAMSHAFT PROFILE LIMITS:

INIAIJE Ifft	DEGREES
0.020"	18° T 13° BTDC
0.050"	0° TDC TO 4° ATDC
0.100"	16° ATDC TO 20° ATDC
0.150"	33° ATDC TO 37° ATDC
0.175"	42° ATDC TO 46° ATDC
0.200"	53° ATDC TO 57° ATDC
0.225"	67° ATDC TO 71° ATDC
MINIMUM LIFT	0.252"
MAXIMUM LIFT	0.257"
0.225"	39° BBDC TO 35° BBDC
0.200"	25° BBDC TO 21° BBDC
0.175"	15° BBDC TO 11° BBDC
0.150"	5° BBDC TO 1° BBDC
0.100"	12° ABDC TO 16° ABDC
0.050"	28° ABDC TO 32° ABDC
0.020"	44° ABDC TO 49° ABDC
EXH f.AŞUIFT	
0.020"	61° BBDC TO 56° BBDC
0.050"	44° BBDC TO 40° BBDC
0.100"	27° BBDC TO 23° BBDC
0.150"	11° BBDC TO 7° BBDC
0.175"	1° BBDC TO 3° ABDC
0.200"	10° ABDC TO 14° ABDC
0.225"	24° BC TO 28° ABDC
MINIMUM LIFT	0.252"
MAXIMUM LIFT	0.257"
0.225"	78° BTDC TO 74° BTDC
0.200"	64° BTDC TO 60° BTDC
0.175"	53° BTDC TO 49° BTDC
0.150"	43° BTDC TO 39° BTDC
0.100"	27° BTDC TO 23° BTDC
0.050"	10° BTDC TO 6° BTDC
0.020"	5° ATDC TO 10° ATDC

BALL ROCKER:

As Stock from factory.

D.59D" NO-GO - D.61D" MUST-GO (A16).

PUSH ROD:

Stock as from factory.

PUSH ROD DIAMETER:

D.185" - D.190"

PUSH ROD LENGTH:

5.638" NO-GO - 5.658" MUST-GO (A5).

HEAD BOLTS:

Stock head bolt must be utilized and four are mandatory. All other external metric bolts may be replaced with American standard bolts of the appropriate size.

HEAD GASKET:

Briggs & Stratton and after market head gaskets are allowed of stock design. Gasket sealer cannot be utilized on head gasket. No aluminum or copper head gaskets allowed.

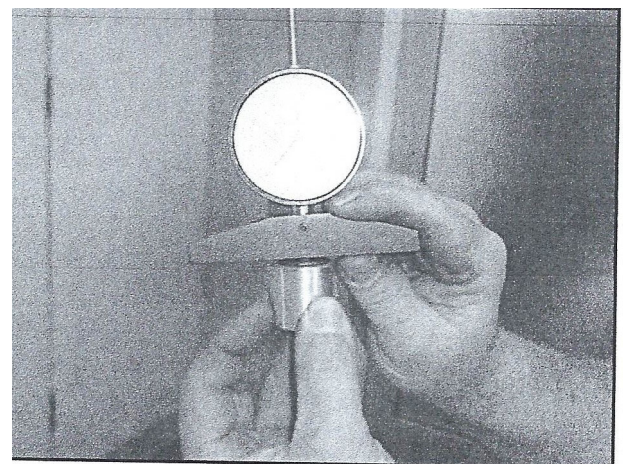
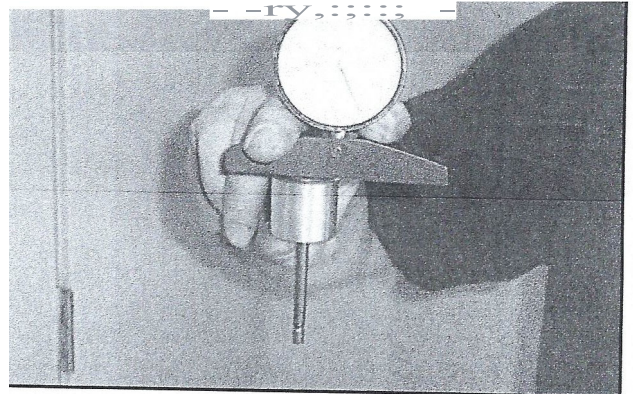
HEAD GASKET THICKNESS:

0.049" Min. thickness measured in four places between head bolts. Measurement to be made with micrometer from inside of gasket.

FIRE RING HEAD GASKET:

Briggs & Stratton fire ring head gasket part # 555698 allowed. Minimum thickness 0.042" on the metal fire ring part of the gasket. Measurement to be made with a micrometer in four places between head bolt holes from inside of fire-ring head gasket.

The black colored fire ring head gasket is discontinued and is not legal. The silver-colored gaskets are legal to use. Note: Both these head gaskets are the same part number.



CYLINDER HEAD PLATE:

Must be stock as from the factory.

CYLINDER HEAD PLATE GASKET:

Gasket must be stock configuration. 0.060" Max thickness.

ROCKER ARM STUDS:

Must be stock as from the factory, Rocker studs must be installed as per factory.

VALVES:

Stock valves ONLY. Valve face must be one angle. Valves may not be polished or lightened. If the valve is cleaned, no material may be removed from the valve. No alterations to surface finish or shape allowed. Tip of valve must be at 90 degrees to stem. Keeper groove location must remain stock. Minimum intake and exhaust valve length 3.250"

INTAKE VALVE:

45 degrees (A22). Intake valve diameter is 1.055" NO-GO - 1.065" MUST-GO (A17). Depth of dish in valve 0.099" - 0.119".

'EXHAUST VALVE:

45 degrees (A22). Exhaust valve diameter is 0.935" NO-GO - .945" MUST- O (A18). Depth if dish in valve 0.084" - OJ 04"...

: INTAKE AND EXHAUST SPRINGS:

Maximum valve spring length is 0.930" NO-GO (A15). 0.103" to 0.107" wire diameter, measured in three places on spring. Inside diameter of spring 0.615" minimum, 0.635" maximum. Must be identical in appearance to factory part and have 4 to 4.5 coils in stack.

' VALVE SPRING RETAINERS AND KEEPERS:

Stock as from the factory. 0.055" - 0.075" thickness.

CYLINDER HEAD:

Stock Briggs & Stratton cylinder head part #555635. Machining of head gasket surface only allowed. No machining of ports allowed. Bosses on head may be tapped to allow for the attaching of a header brace. Briggs #555690 - Heat Dispenser is approved for all classes, all series.

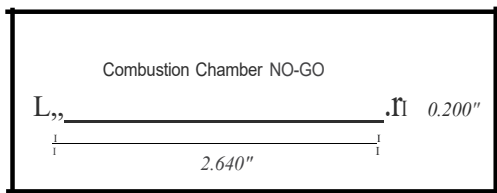
Depth of head at shallow part of head 0.011" Min. The measurement on the shallow side of the combustion chamber will be taken with a depth gauge on the push rod side of an imaginary line drawn from dowel pin to dowel pin on the valve side of the dowel. It will also be taken over the spark plug area. The rest of the recess area in the head has no depth dimension, but the recess must remain visible. Depth at floor of head 0.319" min..

' DEPTH TO TOP OF VALVE SEAT:

Max 0.360". Old style head Min. 0.335". RT-1 head Min 0.320".

Head thickness measured from head gasket surface to head plate gasket surface is Min 2.420" on old style heads, Min 2.405" on RT-1 heads. Head thickness is to be checked in four places through the valve guides and the push rod holes with gauge. Not calipers.

Width of combustion chamber at the widest part across the valve seats area checked with a 2.640" NO-GO (A30) at a depth of 0.200" in the combustion chamber.



The maximum diameter of the bowl is 0.951" checked with a 0.952" NO-GO gauge parallel to the intake port.

VALVE SEATS:

Must be one angle ONLY on valve seats. Stock Briggs & Stratton valve seats are mandatory.

Intake seat inside diameter, 0.966" MUST GO - 0.972" (A2) NO-GO.

Exhaust seat inside diameter, 0.841" MUST GO - 0.850" (A1) NO-GO

Exhaust and Intake seat 45° angles.

'PORTS:

Must have stock configuration. No porting or modifications of any kind allowed. There must be a single angle with a defined edge at the transition between end of intake port and the bowl behind the valve. No media blasting.

INTAKE INLET: 0.918" NO-GO (A6) when checking 90 degrees to stud pattern, no-go will be straight; when checking in line with stud pattern, no-go will set on floor of port at bottom and stop at upper edge of port on top.

INTAKE PORT:

0.864" NO-GO (A28) cannot touch the valve guide of the intake port. 0.860" (A28) plug gage will be used as a visual check of the eyebrow area. This is not a no-go but a visual assist tool.

: EXHAUST PORT:

Maximum diameter 0.980" NO-GO (A6). The port is legal if (1) there is at least one entry point to the port where the NO-GO gauge cannot enter the port, and (2) the port is as supplied from the factory with no grinding or alteration.

VALVE GUIDES:

Stock valve guides as supplied from factory. Stock replacement guide part # 555645 allowed. Maximum depth from cylinder gasket surface to top of intake valve guide is 1.255.

DECK/PISTON CLEARANCE:

Machining of deck surface is permitted. No peak decking allowed. Piston pop-up CANNOT exceed 0.005" above block surface in the center of the piston. When measuring piston pop-up, it should be accomplished with bar stock (A25) on a parallel with the piston wrist pin and, using a dial indicator check the piston pop-up in this area. Then without moving the dial indicator rotate the bar 90 degrees on the center line of the piston and check the pop-up it should not exceed 0.005".

CYLINDER BORE:

No circular or machined grooving of cylinder is allowed in any position of cylinder.

Stock cylinder bore is 2.690" and overbore is permitted providing it does not exceed 2.725" (approximately 0.035" overbore).

:STROKE:

Stroke is 2.204" Max. Check with stroke pin (A21) or dial indicator. Stroke is checked by pushing piston down to take up play of rod clearance. Stroke is checked from bottom dead center (BOC) to top dead center (TDC).

'STARTER:

Recoil starter may be retained as produced and intact, if recoil is removed, starter cup must also be removed. Any style nut and use of electric starter allowed.

:FLYWHEEL:

Stock flywheel Briggs Part # 555526 plastic fin kits to be used on STOCK PVL flywheel Briggs Part# 555683. Any flywheel key or NO flywheel key is allowed. No machining, glass beading or sandblasting of flywheel is allowed. Flywheel washer must be stock.

' WEIGHT OF THE PVL FLYWHEEL:

41bs. 1oz. MINIMUM. No modifications allowed.

'IGNITION:

If stock flywheel part # 555625 is used the coil must be stock Briggs coil part# 557040 must be utilized in unaltered form. NO slotting of mounting holes or machining of attaching bolts is permitted. There must be resistance from ground to the spark end of the plug wire. SPARK PLUG CONNECTOR must be stock factory type. Rubber plug boot is allowed.

If PVL flywheel part# 555683 is used the stock PVL Magneto Briggs Part # 555681 must be utilized in unaltered form. NO slotting of mounting holes or machining of attaching bolts is permitted. SPARK PLUG CONNECTOR must be stock factory type. Rubber plug boot is allowed.

SPARK PLUG: Any commercially available, 14 mm thread spark plug allowed.

J CRANKCASE SIDE COVER:

Side cover must remain stock

CRANKCASE SIDE COVER GASKET:

Aftermarket gaskets approved, however, must be of same size and material as stock gasket(s). One or two crankcase gaskets are allowed.

VALVE LIFTERS:

Stock Briggs & Stratton lifters as supplied from factory.

Head of lifter 0.820" NO-GO - 0.860" MUST-GO (A19).

Length of lifter 1.515" NO-GO - 1.525" MUST-GO (A14).

CONNECTING ROD:

Stock Animal, World Formula, or WKA approved commercially available billet aluminum rods with or without inserts are allowed. No titanium rods allowed. Maximum oil hole is 0.185". No polishing or grinding on the rod. No modifications to the rod. Rod length is 2.414" minimum, 2.429" maximum as measured from bottom of wrist pin to top of crankshaft journal. Minimum weight is 130 grams.

Stock rod length is 2.419" minimum, 2.429" maximum measured from bottom of wrist pin to top of crankshaft journal.

Oil hole opening, new or old style rod, is 0.185" NO-GO (B16).

ROD IDENTIFICATION: For identification purposes rod must be marked with either a Registered Trade Mark or manufacturer's name

WRIST PIN:

Wrist pin must not be altered.

Maximum inside dimension of wrist pin is 0.414". Measure at outside edge.

Outside dimension is 0.624" - 0.626".

Minimum length, 1.901".

RINGS:

Three rings are MANDATORY. Compression, or top ring, chamfer or "O" must face up, and must remain as manufactured. Scraper Ring must be installed with inside chamfer down and "O" up. Stock oil ring must be installed as from factory. Rings must be self-supporting in the cylinder bore of the engine being teched. Ends of ring must remain flat. Excessive end gapping of rings not allowed. Rings must conform to all listed factory specifications and be of stock configuration. Known, standards for piston/ring configurations are Briggs & Stratton factory approved parts. No machining of rings allowed. Exception; lapping and end gapping allowed. Rings must be in one piece when removed from block.

Minimum width top two rings 0.095".

Thickness top two rings 0.059" - 0.064".

Oil ring minimum width 0.065", ring groove must be present. Expander ring must be installed.

Oil ring Thickness 0.098" - 0.102".

PISTON:

Briggs & Stratton Animal or Burris replacement piston only. Piston must be unaltered and conform to the specifications listed below. Wrist Pin bore must not be altered or relocated except minimum honing of wrist pin bore allowed. New style Briggs & Stratton piston with cir-clip on both sides of wrist pin bore allowed. Deck above top ring must not be altered. NO machining is allowed on piston. Arrow must point toward flywheel. Burris wrist pins can only be used in the Burris Piston.

From top of piston to wrist pin bore 0.658" minimum measurement. Check on cir-clip side of piston.

Minimum piston length is 1.762".

CRANKSHAFT:

Stock factory crankshaft mandatory. Stock factory timing gear mandatory, and must be installed properly. Lightening, polishing of counter weights, addition of metal or other material is not permitted. Offset crankshafts are not permitted. Aftermarket bearing of non self aligning type, with or without shield, is permitted. Shims if used must be installed as from factory. No ceramic bearings allowed.

Crankshaft journal diameter is 1.094" - 1.100".

BLOCK:

Must be as produced with no alterations or reworking. Blocks repaired from broken rod damage are permitted providing that repair does not constitute a functional modification of original block. No bushings of any kind allowed except for bushings approved in this Tech Manual. The repair of one coil post is allowed, as long as the remaining post is factory and unaltered. No KNURLING of guides allowed.

resleeving allowed.

WELDING:

No welding can be done to an engine from the cooling fins upwards. Cam boss repair or welding not allowed. External welding of block is only allowed to repair damage from broken rod.

CLUTCH:

Dry clutches are mandatory (same clutch used in all other Briggs & Stratton classes).

ENGINE SEALS:

The engine will be sealed with two wires one wire will run between a valve cover bolt and a intake to engine bolt to a the nut side of a carb to intake bolt the other wire seal will seal the front side cover bolt.

FUEL LINES:

Only conventional karting fuel hose allowed. Fuel hose must be run by the most direct route with no excessive length. Hose must properly fit nipple on fuel pump and nipple on carb (slip fit by minimal effort). Nipple on carb - .315" diameter (.316" diameter gauge must go on). Nipple on fuel pump - .324" diameter (.325" diameter gauge must go on). Nipple on carb is .125" NO-GO internal diameter. Fuel hose must be secured at all connection points by approved fasteners such as safety wire, hose clamp or tie wrap. Fuel filters are allowed between the fuel pump nipple and the carb nipple.

*****IF YOU HAVE ANY QUESTIONS
PLEASE REFER TO THE WKA TECH MANUAL
PROVIDED TO EACH NYSMA CLUB*****

Section 5.0 Engine Teardown Procedures

Section 5.1 Standard Post-Race Engine Teardown

Note: Teardown does not have to be done in this exact order. For specifications and rules, refer to previous sections.

- .1 Check air cleaner for classes requiring air cleaner.
- .2 Have engine removed for teardown.
- .3 Have clutch, oil, and exhaust removed.
- .4 On engines with restrictor plates, inspect restrictors as soon as possible before removing carb. To make sure of proper sealing, watch as carb is being removed on engines with restrictors. Check gaskets, bolts, etc.
- .5 Remove carb, inspect.
- .6 Remove head and engine shrouds. Tech head. Carbon may be removed.
- .7 Tech head gasket if possible.
- .8 Tech bore.
- .9 Remove valve spring cover plate.
- .10 Inspect retainers.
- .11 Remove valve springs, tech for being OEM.
- .12 Set up degree wheel, pointer and dial indicator in preparation for profiling camshaft, checking valve lift, and stroke.
- .13 Piston stop method is to be used for location T.D.C.
- .14 All cam profile readings must be taken with zero valve lash. When checking cam profile, rotate engine in normal direction of rotation only. Valves should have no clearance and no spring tension when checked (springs removed). A rubber band can be used to put light amount of down pressure on dial indicators.
- .15 At any one check point on either or both the intake or exhaust cam profile, being out by 1/2 degree is allowed.
- .16 If cam profile is found to be illegal, T.D.C. should be rechecked (relocated) and cam profile checked again.
- .17 If illegal, prove to owner/handler at this point while engine is assembled and tools are set up.
- .18 Check stroke.
- .19 Remove valves and check for legal angles and minimum & maximum sizes.
- .20 Examine ports and seats.
- .21 Examine guides for stock location.
- .22 Remove flywheel and examine.
- .23 Remove side cover.
- .24 Remove cam, inspect.
- .25 Examine lifters
- .26 Remove piston wrist pin and examine.
- .27 Examine rings.
- .28 Examine rod and check length.
- .29 Remove crank and examine.
- .30 Notify competitor of any illegal item or items.

New York State Microd Association, Inc.
Engine Rules for All Classes

Section 5.2 Modified Post-Race Engine Teardown

- .1 Numbers 1 through 6 are placed in an unmodified hat for drawing. (10-2016-1)
Each chip/pill shall only be marked with a single number. There shall be three (3) chips/pills marked with #1, three (3) chips/pills marked with #2, three (3) chips/pills marked with #6, one (1) chip/pill marked with #3, one (1) chip/pill marked with #4, one (1) chip/pill marked with #5, for a total of twelve (12) chips/pills in the hat for drawing.(11-2021-1)
- .2 A number is drawn for each class being raced at that event.
- .3 Neither the numbers drawn nor the items to be teched will be made known prior to the actual inspection.
- .4 The portion of the engine teardown for a class is performed based on the number drawn for that class and the matching items listed below.
- .5 Any questionable items not listed below, but noticed at the time of inspection, may be inspected at the discretion of the inspection team.
- .6 If, after the completion of the modified teardown, a member of the class feels the need for additional inspection, they can exercise the right to a Standard Post-Race Engine Teardown by using the NYSMA Official Protest form. The form must be submitted along with a \$225.00 inspection fee per engine to the Race Director, NYSMA President, or a member of the Race Committee within 15 minutes of the completion of that classes' teardowns. The protester must also teardown their engine for inspection.\$50.00 of fee goes to NYSMA or local club depending on where the teardown is done. (10-2016-01) In the event the protested engine is deemed to be legal, the protested team shall be awarded \$175.00 of the fee to offset the expense of reassembling their engines. (10-31-4)
- .7 An ether test may be used on the intake system. This is to insure that air is only being introduced to the engine through the carb inlet. Engine will be run at a constant idle and ether will be sprayed around the intake manifold interfaces. If there is a significant change in engine speed, the intake system will be deemed illegal. (12-2015-02) Extension hoses will be attached to the carburetor. (2022)

Tear Down for Animal:

Choice # 1	Check Gas
Choice # 2	Check Gas (10-2016-2) Check Restrictors and Ports and Carburetor
Choice # 3	Degree Cam and Check Restrictor and Ports and Carburetor
Choice # 4	Remove & inspect cylinder head, including rocker arms, rocker balls, valves, springs and keepers. (10-2016-2)
Choice # 5	No Tech
Choice # 6	Ether Test (10-2016-2)

- .8 If at anytime during the modified teardown procedure, the inspection team deems more thorough inspection is needed, they may revert to the procedures outlined in Section 5.1 Standard Post Race Engine Teardown. (10-2016-3)

Section 1.0 Introduction

In this edition of the NYSMA PLAN BOOK, all technical data, design and safety data has been updated as approved by the NYSMA BOARD OF DIRECTORS through the current race season. This edition contains all current information and supersedes all prior plan book editions, approved proposals, past motions, etc. The changes to the rule book over the years have been changes to better the organization, clarify rules and interpretations and to keep up with changes Manufacturers have done.

Many features of car construction and design, such as brakes, body styles, controls, steering wheel, types of drive, etc. are optional to allow for individual ingenuity. However, all mandatory dimensions, specifications and materials **MUST NOT** be altered.

Additional materials, not listed in this book, may be obtained as needed by referring to the drawings and specifications as building progresses. These materials are not specifically listed because each builder may want to improvise to his or her own ability and resources.



MOST IMPORTANT: DO NOT REDUCE THE MARGIN OF SAFETY. Building a Microd from these plans must be done at the risk of the builder and no responsibility for safety, performance or reliability will be assumed by the New York State Microd Association Incorporated.

Section 2.0 Official Registration Information

.1 Registration

- .1 All Microds must be registered annually with the individual member's club Secretary to qualify for racing events. All fees and correspondence to NYSMA including NYSMA insurance will be directed through the individual member's club Secretary who will forward this information to the elected NYSMA Secretary.

.2 Active NYSMA Clubs

- .1 MID-STATE MICROD CLUB
- .2 SODUS MICROD CLUB
- .3 SOUTHERN TIER MICROD CLUB
- .4 SYRACUSE MICROD CLUB

Section 3.0 Racing Classes

- .1 Class age requirements are as follows:
- .2 Drivers are required to complete one year in each class to gain experience for the next class from their original starting point. Jumping over classes is not allowed.(03-2023)
 - .1 **CLUB CLASS (02-2023)**
 - .1 Driver must be at least five (5) years old. The 5th birthday must be on or before April 1st of the racing season year. Or can compete on or after fifth (5th) birthday.
 - .2 All new drivers must run club class, regardless of age.
 - .3 Allowance of driver to move up to a different class will be based off the ongoing evaluation from week to week racing at the driver's home track.

The decision will be made by the home track Board of Directors.

 - Evaluation includes but not limited to: Ability to follow direction from Race officials, knows flags meanings and safety.
 - .4 Heats and Features should be no more than 5 cars
 - .5 Club Class will not occur points for heat or feature races.
 - .6 Club Class would receive awards at each tour race and end of year banquet for participating drivers.
 - .7 Tech to consist of restrictor plates / slides, gear ratio, and weight.
 - .2 **JR. NOVICE**
 - .1 Driver must be at least five (5) years old. The 5th birthday must be on or before April 1st of the racing season year. Or can compete on or after fifth (5th) birthday.
 - .2 Maximum age is seven (7) years old. Driver must be less than eight (8) years old. The 8th birthday must be after April 1st of the racing season year.
 - .3 Any driver who reaches his 8th birthday before April 1st of the racing season year must move up to the Novice Class.
 - .3 **NOVICE**
 - .1 Driver must be at least eight (8) years old. The 8th birthday must be on or before April 1st of the racing season year.
 - .2 Maximum age is eleven (11) years old. Driver must be less than twelve (12) years old. The 12th birthday must be on or after April 1st of the racing season year.
 - .3 The driver may remain in this class for a maximum of three years and two racing seasons.
 - .4 **LIMITED**
 - .1 A new driver must be at least eleven (11) years old. The 11th birthday must be on or before April 1st of the racing season year.
 - .2 Drivers who are nine (9) years old and have two years experience, can be in this class. The 9th birthday must be on or before April 1st of the racing season year.
 - .3 Drivers who are ten (10) years old and have raced Novice class previously, can be in this class.
 - .4 Maximum age is thirteen (13) years old. The 14th birthday must be after April 1st of the racing season year.
 - .5 A new or inexperienced driver fourteen (14) years old will have the option of racing for one (1) year only in this class, with the permission of the members individual club Officers and Directors. The 14th birthday must be after April 1st of the racing season year.
 - .5 **STOCK**
 - .1 A new driver must be at least twelve (12) years old. The 12th birthday must be on or before April 1st of the racing season year.
 - .2 Drivers who are ten (10) years old and have two years experience, can be in this class. The 10th birthday must be on or before April 1st of the racing season year.
 - .3 Drivers who are eleven (11) years old and have raced Novice or Limited class previously, can be in this class.

Section 3.0 Racing Classes-(continued)

- .4 Maximum age is eighteen (18) years old. The 18th birthday must be after April 1st of the racing season year.
- .5 Maximum age: If not in High school you can race through the summer of the graduating year. (1-95-2)
- .6 A new or inexperienced driver sixteen (16) years old will have the option of racing for one (1) year only in this class, with the permission of the member's individual club Officers and Directors. The 16th birthday must be after April 1st of the racing season year.
- .6 SUPER STOCK [Eliminated 12-2013-3] [Reinstated 01-2020-18]**
 - .1 Driver must be at least (13) years old. The 13th birthday must be on or before April 1st of the racing season year.
 - .2 Drivers who are 12 years old and have two years of driving experience, have the option to participate in this class. The 12th birthday must be on or before April 1st of the racing season year.
 - .3 Maximum age is eighteen (18) years old. The 18th birthday must be after April 1st of the racing season year.
- .7 GENERAL**
 - .1 A driver must notify the race Director or Club President before they will be allowed to change classes.
 - .2 For the purpose of the age requirements the ranking order of classes (from lowest to highest)
 - .1 Jr. Novice 2 Novice 3 Limited 4 Stock. 5 Super Stock
 - .3 Exceptions to the age requirements must be approved by the NYSMA Board of Directors at a regular scheduled meeting prior to March 31st.
 - .4 **For Limited, Stock, and Super Stock classes ONLY:** Driver must have at least one year's experience in limited class to be eligible to race multiple classes, at either NYSMA or club level. Driver can run limited along with stock or stock along with superstock and cannot skip a class. Drivers are not required to run the same classes at the Club and State level. They can run different classes in each championship as long as they meet the class age and minimum experience level requirements. At any time during the NYSMA tour series if the driver has been determined that they are not ready to be in the specified class due to safety concerns or the Childs ability/confidence, the driver can drop back one class below. A waiver **must** be submitted to the respective track president and turned into NYSMA, to be approved.

Upon dropping to a lower class during the NYSMA tour series, you will be subject to the below:

- .1 When dropping down one class, your registration that was submitted at the beginning of the tour will "follow" you to the new class. You will not need to re-register.
- .2 The Waiver submitted will represent the change and will be binding for insurance purposes.
- .3 When dropping down one class, you will forfeit any/all tour series points that were occurred during the season. You will start the new class with zero points.
- 4 When dropping down one class, you may use **one** tour series race as your respective drop for the season.

Section 4.0 Driver Safety Equipment

.1 Required Equipment

- .1 SA2005 or SFI 31.1/2005 approved full face helmet with secure chin strap. (11-2014-03)
- .2 Goggles or helmet face shield. (no metal frames). Face shields must *be* clear or amber in color after dark. No tinted shields are allowed at night or after track lights have been turned on.(10.11.12)
- .3 Long sleeve shirt or jacket. (sleeves must not ride up-NO Unlined Nylon Jackets)
- .4 Long pants or slacks.
- .5 Shoes or sneakers with socks. (no sandals, open toe shoes, crocs, etc.)
- .6 Competition type seat belts - 5 point harness required
- .7 Safety nets as required.
- .8 Leather or racing type gloves.
- .9 Approved wrist restraints.
- .10 Raceceiver radios (02-2016)

.2 Optional Safety Equipment

- .1 Knee and/or elbow pads.
- .2 Padded dash top, roll cage bars, seat and seat back, and other parts within the cockpit area which a driver may contact in the event of a race accident.
- .3 Head and neck restraints are recommended in all classes. (2022)

If the drivers seat is in the center or to the right, an additional net is strongly recommended on the right side of the cockpit opening.

Section 5.0 Micro/Driver Weight by Class

.1 Minimum Microd Weight

- .1 All Microds must weigh a minimum of 200 lb. without gasoline or driver.
- .2 To obtain this minimum weight requirement, extra weight should be only as indicated below:
 - .1 Adding non-functional, non-required parts or items solely for the purpose of obtaining the minimum 200 lb., is not allowed. (example - Bolting a piece of metal or weight to the floor or engine bed.)
 - .2 If weight must be added to meet the minimum 200 lb. requirement, such weight must be added in the form of a functional or integral part or component to the required parts of the car. (example- Adding steel tubing to the frame, dash, roll cage, cross members or adding extra support bars or brackets, etc.)

.2 Minimum Combined Car/Driver Weight by Class

- .1 In addition to the minimum car weight of 200 lb., all Microds must meet the following combined Car/Driver weight requirements by NYSMA class below. (Weight may be bolted in to meet these requirements) **(2005-10/04/04)**

.1	Jr Novice Microd	-330 lbs
.2	Novice Microd	-350 lbs
.3	Limited Microd	-370 lbs
.4	Stock Microd	-390 lbs
.5	Super Stock Microd	-420 lbs
- .2 The use of bolt in weight (example: lead-pipes, tubing, steel blocks, etc.) in the car must be fastened securely with at least 1 (one) 5/16" nut and bolt combination or 2 (two) 1/4" nut and bolt combination, no nylon ties or tape or mechanics wire will be allowed, all weight must be fastened with a nut and bolt combination described above. This weight requirement will be strictly enforced at all NYSMA sponsored events.

Section 6.0 Wheels & Axles

.1 Wheels

- .1 All wheels must be either 5" or 6" diameter. **[Changed in 12-09-01]**

.2 Axles

- .1 The minimum axle diameter is 5/8".
- .2 The only axle materials allowed are: steel, chrome moly steel, and aluminum alloy.

.3 Tires

- .1 The only tires allowed will be:
Bridgestone, Dunlop, Firestone, or Hoosier A-35 and R-50. This only applies to the right side tires. Any tire may be used on the left side, with the exception of Vega. (10-2016-6)
- .2 Tire compound markings may not be removed from the tire sidewall. **[Changed in 12-2009-01]**
- .3 Tread surface may be ground or sanded for the purpose of removing rubber or sealer buildup. **[Changed in 12-2009-01]**

Section 7.0 Frame Materials & Parts

.1 Frame Materials

- .1 Frame material for the following frame parts must be one of the following, or any combination of the two.
 - .1 Round Metal Tubing, 1" OD minimum with a 1/16" (.050" minimum) wall thickness. 7/8" EMT is not allowed.
 - .2 Square Metal Tubing, 1" X 1" minimum as measured across the flat surfaces, or 1 1/4" minimum measured diagonally from corner-to-corner. This tubing must also have a minimum of 1/16" (.050") wall thickness.

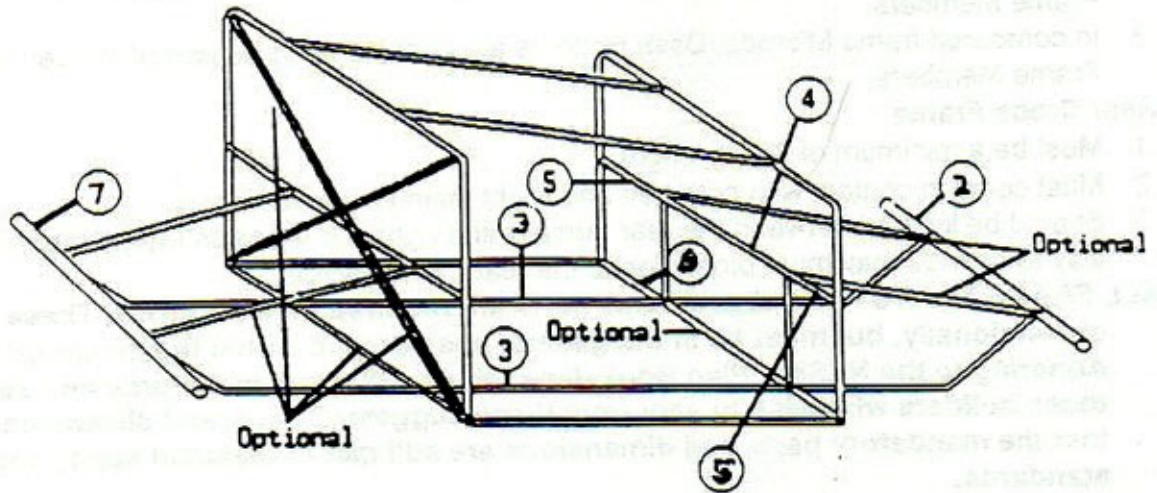


Figure 7.1 - Location of Frame Parts

.2 Front Cross Frame

- .1 Must be a minimum of 32" in width.
- .2 Must come in contact with both the left and right main frame members.

.3 Main Frames - Left and Right

- .1 One solid piece, no minimum length.
- .2 Must run the full length of the Microd from front to rear.
- .3 The main frames must butt up against both the Front Cross Frame and Rear Cross Frame.
- .4 These Main Frames (left and right) can be either straight or contoured, depending upon the individual design of the car.

.4 Dash Top

- .1 Must be 34" minimum width.
- .2 Dash Top parts can be fabricated from more than one piece of frame material.
- .3 If welded as a part of the roll cage, the Dash Top must be made from either 3/4" minimum round EMT conduit or 1" minimum square steel tubing as specified in this section.
- .4 The Dash Top must be a minimum of 13" from the car bottom (inside car) to the bottom of the Dash Top, for at least a 16" minimum width of the Cockpit side-to-side opening. (measured inside)

.5 Dash Sides - Left and Right

- .1 Must be at least 11" minimum height from car bottom to the top of the left and right Dash Sides, except when the Dash Top must be 13" minimum height in the cockpit side-to-side opening at the 16" minimum width as specified above.

Section 7.0 Frame Materials & Parts – (continued)

- .2 If welded as part of the roll cage, the left and right Dash Sides must be made from 3/4" minimum round EMT conduit or 1" minimum square steel tubing.
- .6 Dash Bottoms - Left and Right**
 - .1 Must be a minimum of 6" in length.
 - .2 In straight frame Microds, Dash Bottoms must go from the Dash Sides to the Left and Right Main Frame Members.
 - .3 In contoured frame Microds, Dash Bottoms are considered to be part of the Left and Right Main Frame Members.
- .7 Rear Cross Frame**
 - .1 Must be a minimum of 35" in length.
 - .2 Must come in contact with both Left and Right Main Frame Members.
 - .3 Should be located between the rear bumper and right and left Main Frame members in such a way to provide maximum protection to the rear of the Microd.
- .8 ALL FRAME PARTS** - The above frame parts are required on all Microds. These items may vary dimensionally, but must be in the general position and within the minimum size specified. Adhering to the NYSMA Plan Book dimensions will result in a sturdy and safe car; but those builders who wish to vary from these suggested parts and dimensions must insure that the mandatory parts and dimensions are still met to maintain safety construction standards.

Section 8.0 Body Parts

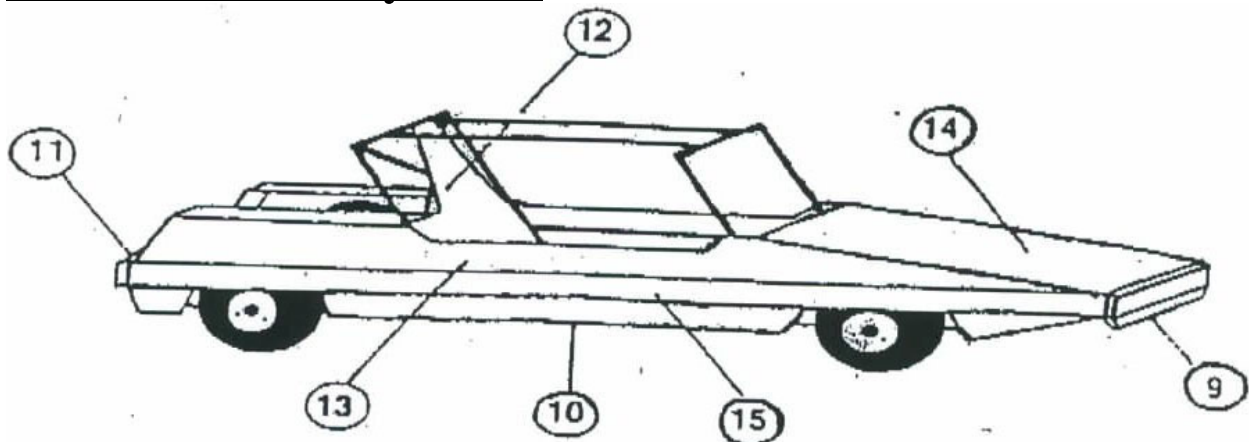


Figure 8.1 - Location of Body Parts

- .9 Front Grill**
 - .1 Minimum length must be at least 32".
 - .2 Height is optional, but the top of the Front Grille must be at least the same height as the top of the left and right Scrub rails.
 - .3 Thickness can be either:
 - .1 At least 1/4" minimum to less than 3/4" plywood or 1/8" Polycarbonate if so, then a front Scrub Rail is mandatory.
 - .2 At least 3/4" thick plywood or wood (i.e.. oak, maple, pine, etc.), if so, then a front Scrub Rail is optional.
 - .4 Must be solid plywood or wood. Open grille patterns, cutouts, or other openings are not allowed.
 - .5 For Microds where the Car Bottom tapers upward toward the front, and the frontal area is the same as the front Scrub Rail, the Front Grille can be considered to be the Front Scrub Rail if it is at least 3/4" thick.
 - .6 It must also be positioned perpendicular (at a 90 degree angle) to the ground.

Section 8.0 Body Parts - (continued)

.10 Car Bottom

- .1 Must be minimum 1/8" thick aluminum plate only. (2021)
- .2 Except for the front wheel openings, it must completely cover the bottom from the front Cross Frame to the Seat Back/Firewall.
- .3 Car Bottom can be one or more pieces of 1/8" aluminum plate. For example, attached to the left and right Main Frame members, as follows:
 - .1 One piece attached on top of the frame for the driver's seat.
 - .2 A second piece attached to the top or bottom of the frame to make up the remaining Car Bottom area.

.11 Rear Bumper

- .1 Must be a minimum 35" length x 6" minimum height (width).
- .2 Must at least meet the Microd Scrub Rail height dimension. The top of the Rear Bumper must be at least the same height as the top of the left and right Scrub Rails when measured from the ground.
- .3 Can be made of either: 1/2" minimum thick plywood or 3/4" minimum thick solid wood.
- .4 Must be solid, one piece plywood or wood with no openings or holes, etc.
- .5 Must be positioned perpendicular (at a 90 degree angle) to the ground.

.12 Seat Back/Firewall

- .1 Must be 35" minimum width.
- .2 Must be made of 1/8" Aluminum plate to manufactured specs. 3/8" plywood is not acceptable. (2021)
- .3 Minimum height from Car Bottom to the top of the Seat Back/Firewall must be at least 12".
- .4 There must also be a full upright driver silhouette at the driver seat area on top of the Seat Back/Firewall. Which must be equal to the driver's upper body where it provides a full contact area for the head while wearing a helmet. Minimum 10" across.
- .5 Any Seat Back/Firewall extensions added for a driver growing taller, must conform to item 4 above, and must be securely bolted/attached in place.
- .6 Must come in contact with and be secured to the rear Roll Cage members.

.13 Body Side Panels - Left and Right

- .1 Must be made of 1/4" minimum thick plywood, 1/8" polycarbonate, or .040 aluminum to manufactured specification.
- .2 Must completely cover the left and right sides of the Microd from the Front Grille to the Rear Bumper and from top to bottom from the Hood, Side Cockpit cutout, and Rear Fenders to the Car Bottom and engine bed.
- .3 Cutouts for wheels/tires to be a maximum of 3.5" larger than the radius of the tires.
- .4 Side Panels at the Cockpit cutout must be a minimum of 2" above the top of the Scrub Rails.

.14 Hood

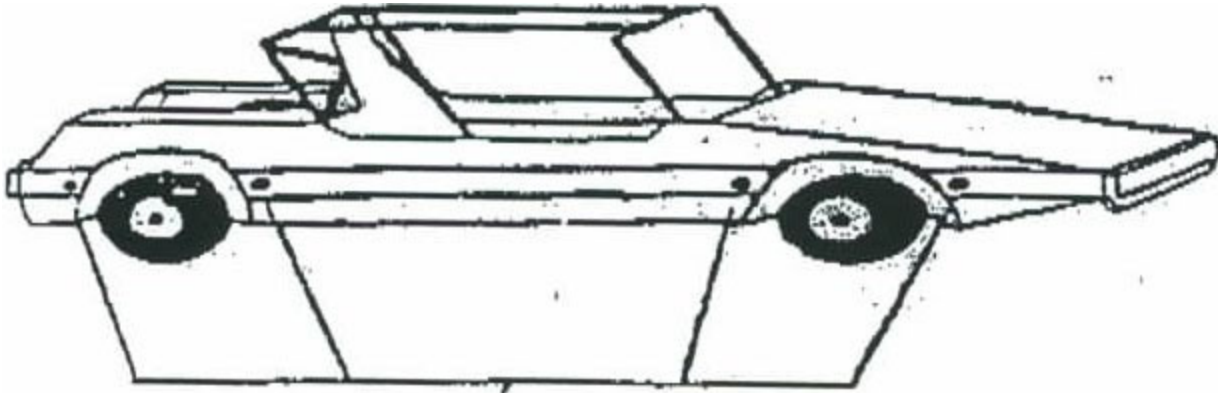
- .1 The Hood must extend front to back from the Front Grille to the top of the Dash Top and cover the entire Microd front from Body Side Panel to Body Side Panel.
- .2 Must be minimum 1/8" thick plywood, polycarbonate, masonite, or .040 Aluminum and cover the front compartment completely.
- .3 Shocks are allowed to protrude through the hood, but should not block the drivers vision, hood latches of 3/4" Max are allowed with no sharp points or edges. Hood scoops are allowed; must be securely fastened or bonded to the hood. Mounting brackets for shocks will not be able to protrude more than 2 inches above the hood line

.15 Scrub Rails - Left, Right, Front, and Rear

- .1 Must be a minimum of 3/4" thick x 3 1/2" minimum width wood (hardwood preferred) or composite. The new composite can be bought in standard board sizes and is more durable than wood. It does also does not splinter when broken. (11-2014-01)
 - a. If a wider scrub rail is used the top edge may be higher than 11" as long as the bottom edge is not more than 7 1/2 " from the ground.
- .2 Must be located 10" +/- 1" from the ground measured to the top edge of the Scrub Rail. (i.e. a minimum of 9" to a maximum of 11" from the ground to the top edge)
- .3 All Scrub Rails (sides, front and rear) must be perpendicular (90 degree angle) to the ground.

Section 8.0 Body Parts - (continued)

- .4 Must cover the full length of the right and left Body Side Panels of the Microd.
 - .1 The use of segmented scrub rails is allowed for the MR-1 and MR-2 Super Stock classes only.
 - .2 Tires shall not protrude beyond the rail when the steering is in the straight position.
 - .3 All scrub rails must be in place except where the tires extend through the body.
 - .4 Additional bracing must be installed on non-continuous scrub rails to brace the wood at the wheel openings and or the scrub rail joints.
 - .5 Extra bolts used to brace and secure the scrub rails must be placed within (2") two inches of the end of the rails at all wheel openings. (see figure)



*Figure 8.2 - Location of additional bolts
(within 2" of wheel opening area)*

- .5 Front Scrub Rail can be optional or required, depending upon the thickness of the Front Grille. If the thickness of the Front Grille is less than 3/4" plywood, the Front Scrub Rail is mandatory.
- .6 Left and Right Scrub Rails must be bolted at and to the Front Grille and Rear Bumper (or Front and Rear Cross Members), and have an additional two or more bolts, at least 12" apart, one each in any two of the four following locations, which back-up and solidly support the Left and Right Scrub Rails:
 - .1 left and right Dash Sides
 - .2 Roll Cage horizontal safety bars
 - .3 Roll Cage front or back vertical bars
 - .4 Seat Back/Firewall

Section 9.0 Roll Cage

The Roll Cage is probably the single most important safety item required in the construction of a Microd. Extreme care should be exercised when constructing and welding this item. It is recommended that only those experienced in the art of welding should construct their own Roll Cage.

.1 Roll Cage Construction Materials

- .1 The Roll Cage must be constructed of round or square steel tubing or a combination of the two types as follows:
 - .1 Round steel tubing - 3/4" OD minimum x .050" minimum wall thickness. (NOTE: This does not allow the use of 1/2" E.M.T.)
 - .2 Square steel tubing, 3/4" minimum x 3/4" minimum measured across the flat surfaces (or 1" as measured diagonally from corner to corner). This material must also have a minimum .050" wall thickness.
 - .3 Steel Parts must be of only one piece construction. A welded Roll Cage is considered to be one piece construction.
 - .4 NOTE: For increased safety and strength, it is recommended that a minimum 1" round steel or 1" square steel tubing be used to construct all new Microd Roll Cages.

.2 Roll Cage Dimensional Specifications

- .1. The Roll Cage must run the full length of the Cockpit and must be securely anchored to the floor (Car Bottom).
- .2 The Roll Cage uprights and the horizontal safety bars must be no more than a maximum of 4" inside the car when measured from the outside of the scrub rails.
- .3 The Roll Cage must come in contact with the Floor, the Dash (Top or Sides) and the Seat Back/Firewall.
- .4 The Overhead Bar and the Rear Bar must be a minimum of 3" above the Drivers helmet when the driver is seated in the car. When constructing the Roll Cage, it is recommended to allow an additional clearance (3 - 4") to provide for growth of the driver.
- .5 The Roll Cage must have 2 safety bars (#2) on the top (see Figure 9.1) that run the full length of the cockpit opening, parallel with the side of the car, so that when the Microd lies on it's side, these bars measure 8" +/- 1" from the ground, preventing another car from injuring the driver from the top.

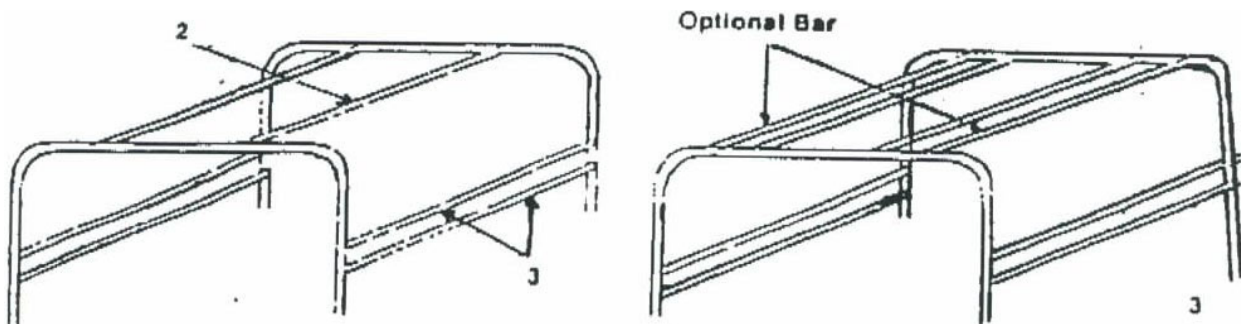


Figure 9.1 - Roll Cage Construction

- .6 The distance from the top Front Roll Bar to the top rear Roll Bar cannot exceed a maximum of 34" when measured from outside to outside of the roll bars. If this dimension exceeds 34", then an additional top bar is required on the Roll Cage, located in a position to protect the driver's head.
- .7 Must have a vertical bar in front of the roll cage as close to Center as possible going from roll cage to dash top. Or a diagonal bar going from roll cage to front bumper. Bar can be welded (recommended) or clamped in place. (mandatory in 2023)

Section 9.0 Roll Cage - (continued)

- .8 For additional safety, two side bars (#3) on each side (see Figure), must run parallel with Left and Right Side Body Panels the full length of the cockpit:
 - .1 two (one on each side) directly inside of and in-line with the Side Scrub Rails, at a height of 8" +/- 1" from the ground.
 - .2 two (one on each side) above the top of the side Scrub Rails (recommended distance approximately 1" to 2" above the top of the Scrub Rails, and no higher than the top of the Dash Top.)
 - .9 Front Roll Cage can be a maximum of 6" lower than the rear bar.
 - .10 Roll Cage must be of welded construction and may be bent side-to-side or from front to rear. Bars that are one piece EMT tubing cannot have a smaller radius than 6" at the bend, and should not have any kinks. Steel tubing can have a 4" radius.
 - .11 The following diagrams are to help illustrate what is required for a strong and safe Roll Cage as determined by the New York State Microd Association.
- .3 Roll Cage - Seat Back / Firewall Support**
- .1 The Seat Back/Firewall must be securely and rigidly fastened to the Roll Cage in a manner that adds side-to-side strength to the Roll Cage while increasing the rigidity of the upper part of the Seat Back driver silhouette. Described below are six options to accomplish this.
 - .1 Option 1 - The top of the driver silhouette extends to the top of the rear cross bar of the Roll Cage and is securely bolted to the Roll Cage using a minimum of 1/4" steel bolt.
 - .2 Option 2 - The top of the driver silhouette is supported by a piece of Roll Cage material welded to the top rear cross bar of the Roll Cage. This brace is fastened to the Seat Back driver silhouette with two 1/4" steel bolts at a minimum of 6" apart. NOTE: The use of flat steel (example 1" x .090") is no longer an acceptable substitute for Roll Cage Material.
 - .3 Option 3 - The driver silhouette is supported by one diagonal reinforcing brace made of Roll Cage Material that is welded at both ends to the Roll Cage upright bars. This brace may be positioned either from the upper left to lower right or from the upper right to the lower left of the Roll Cage. This diagonal brace MUST be positioned so that the upper end is located between points A & B (see figure 9.2), and the lower end is located between points C & D. The Seat Back driver silhouette must then be securely fastened with a minimum of 1/4" steel bolt.

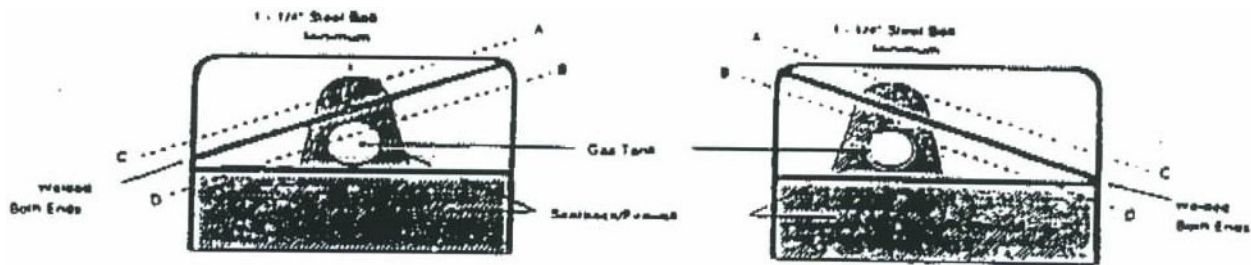


Figure 9.2 - Seat Back/Firewall, Option 3

Section 9.0 Roll Cage - (continued)

- .4 Option 4 - The top of the Seat Back driver silhouette can be supported by two pieces of Roll Cage material welded to the top rear cross bar of the Roll Cage. The ends of these two braces are then attached to the Seat Back driver silhouette with two 1/4" steel bolts; the distance between these two bolts (B) - (the ends of the two braces) must be at least as far apart as the distance between the top of the driver silhouette and the rear top cross bar on the Roll Cage.

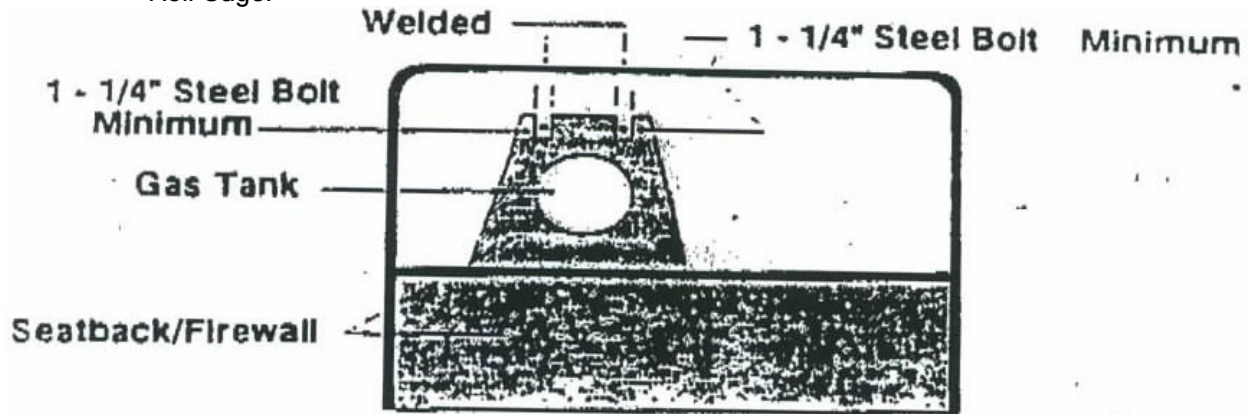


Figure 9.3 - Seat Back/Firewall, Option 4

- .5 Option 5 - Seat Back drivers silhouette to be supported by two (2) pieces of minimum 1/2" E.M.T. .050" thickness round steel tubing or minimum 1" x 1" square metal tubing minimum .050" thick to be welded from point A and B to point C and D from point E and F to point G and H, forming a "triangulated-x" construction thus tying in the upper corners of the roll cage to the lower points of the frame rails.
- .6 Option 6 - Tying the upper corners of the roll cage to the tie bar from cage bar to cage bar bolted to the seat back firewall with the minimum of two (2) 1/4" bolts and a minimum of two (2) inches from each side of the seat back.

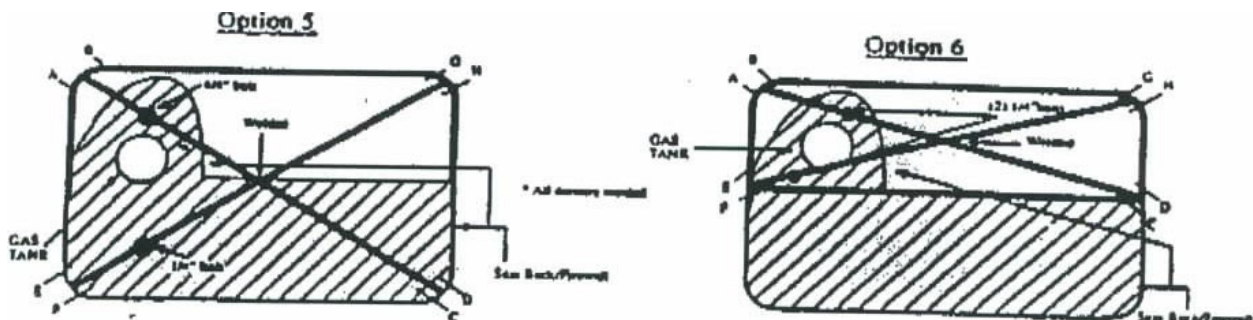


Figure 9.4 - Seat Back/Firewall, Options 5 & 6

.4 Additional Roll Cage - Seat Back / Firewall Notes

- .1 If any extensions are added to the original Seat Back/Firewall, all measurements and location requirements are measured to the original Seat Back/Firewall, not to the extensions.
- .2 All Microds must be constructed using one of the six Seat Back/Firewall Roll Cage support options as described above and in the four illustrations. Any deviations from these options will be closely inspected by NYSMA inspectors at any NYSMA sponsored events. If the different method is determined to be unsafe, the subject Microd will not be allowed to participate in that race event until acceptable changes are made.

Section 10.0 Dimensions, General Requirements

Compartments, and Guards

.1 Dimensions

- .1 Overall body length must be 84" +/- 2" (minimum 82" to 86" maximum) as measured from outside of the Front Grille to the outside of the Rear Bumper.
- .2 Wheel Base must be 54 1/2" +/- 2" (minimum 52 1/2" to 56 1/2" maximum), when measured from center of the front wheel to the center of the rear wheel on BOTH sides.
- .3 Front width of car measured outside of Scrub Rails must be a minimum of 34" to 40" maximum.
- .4 Rear width of car measured outside of Scrub Rails must be 37" minimum to 40" maximum.
- .5 Scrub Rails must be a minimum of 3/4" thick x 3 1/2" wide and must be mounted at a 90 degree angle to the ground. Scrub Rails must be located so the top of Scrub Rails (and/or Front Grille and Rear Bumper, when front and rear scrub rails are optional) measure 10" +/- 1" from the ground.

.2 General Requirements

- .1 Minimum weight of all Microds, without driver and gas, must be 200 lb..
- .2 All Microd numbers must be located in these areas:
 - .1 On the top of the Hood, a minimum of 6" high.
 - .2 On the left and right Body Side Panels, a minimum of 4" high.
 - .3 On the rear of the gas tank or Seat Back/Firewall, Rear Fenders a minimum of 4" high.
 - .4 All numbers must be of a style and color (with good contrast) and clearly legible for the scorers to read.
 - .5 Any valid unused 1 or 2 digit number may be used. Contact your club for a unused number in your class.
- .3 Exhaust, Decorations, Simulated parts, Bolts, Brackets, or other similar parts that stick out or protrude outside the basic Microd Body and Roll Cage dimensions will not be allowed.
 - .1 Engine gauges, indicators, etc. are allowed as long as they are located inside of the car and present no safety hazard to the driver.

.3 Compartments and Guards

- .1 Front Compartment
 - .1 Front Compartment is defined as the area enclosed by the front Scrub Rail or Front Grill, Body Side Panels, and Hood, back to the Dash Top and Sides.
 - .2 Gas and Brake pedals must be positioned so that when fully depressed and the drivers foot slips off, it does not become caught between the pedals and inner fenders, or cause the pedals to stick.
- .2 **Steering Wheel Column**
 - .1 The Steering Column must be anchored securely enough to prevent the Steering Column and Wheel from being driven toward the rear and into the driver.
 - .2 All Microds must be front wheel steering and rear wheel drive.
 - .3 For bolster, knuckle, rack & pinion or any other type of steering, the following must be used on the steering assembly:
 - .1 double nuts or single self-locking nuts
 - .2 all turnbuckles must be safety wired or safety soldered
- .3 **Inner Fenders**
 - .1 Inner Fenders, Left and Right are required and must totally enclose and protect the driver's feet.
 - .2 The fenders must allow the driver to easily reach and operate the brake and accelerator pedals while not allowing the feet to become entangled in any other parts of the car or to touch the ground.
 - .3 All inner fenders will be securely mounted using any type of nut or bolt or combination to fasten the inner fenders.

Section 10.0 Dimensions, etc. - (continued)

- .4 Inner fenders may be made of the following materials:
 - .1 1/4" minimum plywood
 - .2 1/8" minimum masonite
 - .3 .015" minimum sheet metal (steel or aluminum)
 - .4 1/8" minimum polycarbonate
- .4 **Front Grille Braces**
 - .1 Front Grille Braces, both Left and Right, must be made of suitable metal material to provide the desired strength and support.
 - .2 Front Grille braces are optional on steel/metal frame Microds, however, their use is recommended if they add additional support and strength to the front end of the Microd.
- .5 **Dash Top Braces**
 - .1 Dash Top Braces, both Left and Right, must be made of suitable metal material to provide the desired strength and support.
 - .2 On cars where the Dash Top is not connected to, or part of the Roll Cage, a minimum of two Dash Top Braces must be installed from the Dash Top to the Left and Right Main Frame members.
- .6 **Other Protrusions**
 - .1 Any other protrusions (i.e.. bolts, brake & gas pedal brackets, pedal holding fixtures, etc.) must be eliminated or padded to prevent injury to the driver.
- .7 **Cockpit Compartment**
 - .1 Cockpit Compartment is the area enclosed by the Dash Top/Sides, Side Body Panels, and Seat Back/Firewall.
 - .2 The Cockpit Opening must be a minimum of 24" front to back as measured from the inside face of the Dash Top to the inside of the 12" minimum height dimension of the Seat Back/Firewall.
 - .3 Minimum Cockpit Opening inside of car measured along the Dash Top must be at least 16".
 - .4 Dash Top height must be a minimum of 13 from car bottom (floor) to the bottom of the Dash Top, for at least the entire 16" minimum width of the Cockpit side-to-side opening.
- .8 **Kill Switch**
 - .1 All Microds must have a Kill Switch which allows the driver to quickly and easily shut off the engine at any time.
 - .2 The Kill Switch must be located to the left or right of the driver, or on the Steering Wheel/Column, but not protruding from the Dash Top.
 - .3 The Club Class, Junior Novice and Novice must also have an emergency kill switch on the top of the roll cage in the upper rear of the drivers' side of the car so the officials or handlers can shut the car off if needed.(2022)
- .9 **Safety Net**
 - .1 A Safety Net (nylon or NASCAR type webbing) must be installed to protect the driver's arms and hands during racing or an accident.
 - .2 The Safety Net must be attached to the front and rear Roll Cage uprights with quick disconnects (such as swivel snaps, double snaps, round eye snaps, eye open snaps, button snaps, clothesline type hook, etc.)
 - .3 The top of the Safety Net must not be lower than the driver's shoulder, and if possible, should be above the shoulder.
 - .4 The Safety Net must be installed tight enough to remove slack, and the bottom of the net must be secured so there are no openings and the driver's hand cannot poke through.
 - .5 Microds with the driver positioned to the left or right of center, must have one Safety Net on the side nearest the driver.
 - .6 Microds with the driver seated in the center must have at least one Safety Net, side location is optional, however, it is recommended that car builders consider putting Safety Nets on both sides on center driven Microds for maximum safety.

Section 10.0 Dimensions, etc. - (continued)

.10 Seat Belts/Harnesses

.1 A five (5) point, competition type seat belt and shoulder harness, with a single release is **MANDATORY!** Belt and harness must be securely fastened to the roll cage and frame.

The use of elastic material on safety belts is prohibited.

- .2 Belts must be in good condition - not worn or ripped.
- .3 Belts must be securely fastened to the Car Bottom and Seat Back/Firewall
- .4 All belts must have suitable adjustment to hold the driver firmly in the car seat.
- .5 Following are seat belt manufacturer's installation guidelines:
 - .1 Measuring for lap belt:
 - .1 allow a minimum of 3" pull tab on each side.
 - .2 Measure the distance from mounting point to mounting point across the lap and add 6".
 - .3 Compare to the belt length range.
 - .2 Shoulder harness lengths are based on the distance from the adjuster to the mounting point, measured halfway between the collarbone and the chest nipple (approximately underarm level). The shorter the better here. Once installed, take up any slack in the chest harness by the mounting point.
 - .3 Anchor the shoulder harness behind the driver and above a line drawn downward from the shoulder point at an angle of about 40 degrees to the horizontal level with, or no more than 4" below the shoulder line. Never anchor straight down behind the back.
 - .4 Install the crotch strap at an angle parallel to the body line.
 - .5 NOTE: Never use a sternum strap without using a crotch strap.
 - .6 Do not allow any adjustment buckles to ride on the seat. Maintain a minimum of 1 1/2" between the seat and the buckles.
 - .7 Mounting brackets should be installed at the same angle, as the webbing will be pulling under load.



Figure 10.1 - Recommended Seat Belt Mounting

.11 Steering Wheel

- .1 Full round steering wheels are mandatory for cars with cable type steering.
- .2 All other Microds are required to use full round, half round, or Butterfly style Steering Wheels.

Section 10.0 Dimensions, etc. - (continued)

.12 Engine Compartment

- .1 The Engine Compartment is the area enclosed by the Seat Back/Firewall and Body Side Panels back to the Rear Bumper.
- .2 It contains the Gas Tank, Engine, Engine Bed, Rear Axle, Brakes, Drive Chain & Sprocket, all overflow containers, Chain Guard, and Rear Fenders.

.13 Gas Tank

- .1 OEM (original equipment manufacturers) Gas Tanks made of plastic material are not allowed.
- .2 Pressurized Gas Tanks are not allowed.
- .3 All Gas Lines, Overflow lines, and oil overflow lines should be made from approved automotive type fire resistant material.
- .4 All tanks must have safety feature such as a check valve in the cap or some other means of preventing gas from spilling out if the car flips over. This can be teched.(2022)

.14 Rear Wheel Fenders

- .1 The Rear Wheel Fenders, both Left and Right, must extend from the Rear Bumper forward and cover at least the length and width (diameter) of the rear tires.
- .2 All Rear Fenders must be made of the following:
 - .1 Plywood 1/4" minimum or,
 - .2 .030" minimum metal, with no sharp or jagged edges.
 - .3 1/8" minimum polycarbonate.

.15 Guards - Chain, Clutch and Sprocket

- .1 All Microds must have a minimum of, any style Go-Kart chain guard that covers the chain.
- .2 Microds may also use a guard from the Seat Back/Firewall back to the Rear Bumper or rear of Engine Bed that suitably covers all Chains, Belts, Pulleys, Gears, Sprockets, and Clutch.

.16 Overflow Containers

- .1 All engines must have an oil overflow with lines that run into an unbreakable container which is securely anchored. These containers must keep all overflows of Engine oil and Gasoline off the racing surface.

Section 11.0 Power Train Requirements

.1 Power Train

- .1 The following are the general requirements and modifications that can be made to the Power/Drive train in all Microd Classes.

.2 Clutch

- .1 All Microds must have a clutch located on the engine Crank/Drive shaft and must be capable of idling the engine at a full stop.
- .2 The Drive Train can be of the direct type (clutch to sprocket) or jack shaft type.

.3 Gear Ratios: OPEN

.4 Drive Wheels

- .1 Both rear wheels must be driven (live axle). No ratchet or limited slip hubs. (11-17-6)

.5 Brakes

- .1 Brakes must be of design and type that are capable of stopping the Microd if the drive chain or belt breaks.
- .2 The two most common braking systems used are Hydraulic or Mechanical Disc or Mechanical shoe (drum) brakes.

.6 General Help Section

- .1 Below are some companies that deal in go-kart parts and accessories, a lot of these companies offer parts that are suitable to use on Microds. Here are a few for reference:
 - .1 Comet Kart Sales 1-317-462-2740
 - .2 Fast Track Racing 1-909-654-3610
 - .3 JC Specialty 1-570-837-0042
 - .4 Lakeland Auto Repair(Murpheys) 315-468-9900

Section 1.0 Open Wheel Car Specs

Section 1.1 Stock Open Wheel

- .1 **Car length:** 80"min, 90" max.
- .2 **Tread width:** 40" max from the center of tire to center of the tire.
- .3 **Frame material:** min 7/8 steel tubing. min thickness .050.
- .4 **Roll Cage:** Cock pit compartment - min 16" wide measured from right and left top door bar at seat location, by 23" long measured from inside center of dash to inside center of rear firewall.
 - .1 Cage material - 3/4" E.M.T. or 3/4" O.D. by .050 min wall mild steel tubing.
 - .2 Minimum of 3" from nerf bar to cage upright.
 - .3 Seat must be within the cage.
- .5 **Front and back bumper:** 15" wide minimum - 1/2" E.M.T. or mild steel tubing or suitable material. Max width front not past the center line of tires, wheels straight ahead. Max rear width to outside edge of tires (not beyond). Rear bumpers must be of square design.
 - .1 9" to center of top bar from the ground (+ or - 1").
 - .2 1 vertical bar - 1/2" E.M.T. or mild steel tubing.
 - .3 If there are two horizontal bars used in the front bumper, the top bar - that measures 9" from the ground, must be farthest forward on the car. Or the two horizontal bars may be even with a line perpendicular to the ground.
 - .4 If two horizontal bars are used the top bar may be higher then 9" plus or minus 1" to center as long as there are at least two vertical bars and the center of the bottom bar is no more than 7 1/2 " from the ground.
- .6 **Nerf bars:** Nerf bars are to be within 2" (+ or -) of a straight edge line between the front tire (steering set straight forward) and the rear tires outside edge when adjacent to the cockpit opening. (See figure 31-1). (**O W 1997**)
- .7 **Body:** Any type (Indy, Supermod, Modified) - No wooden bodies. **Minimum .030 material.** Windshields are optional and Must be made of polycarbonate material only, with no sharp edges.
- .8 **Firewalls:** Must be between the engine and driver's compartment. Firewalls must be made of 1/16" (.062) aluminum or steel.
- .9 **Seat back:** Must be either "X" bracing or inverted V in roll cage. Must be made of 1/16" (.062) aluminum or steel.
- .10 **Floor:** Must be 1/16" (.062) aluminum or steel under drivers area and securely fastened. - (minimum 3 fasteners)
- .11 **Engine:** 5hp. Briggs to N.Y.S.M.A. Open Wheel Specifications.
- .12 **Gear ratio:** Open
- .13 **Guards:**
 - .1 All exposed chains and clutches must have guards.
- .14 **Tear down:** AS PER N.Y.S.M.A. RULES OR CLUB TECH INSPECTIONS.

Section 1.2 Club Class, Jr Novice, Novice & Limited Open Wheel

- .1 **Engine:** See engine rules.
- .2 **Car specs:** Same as Stock Open Wheel.

Section 1.3 Super Stock Open Wheel [Eliminated 12-2013-3][Reinstated 01-2020-18]

- .1 **Engine:** See engine rules.
- .2 **Car specs:** Same as Stock Open Wheel.

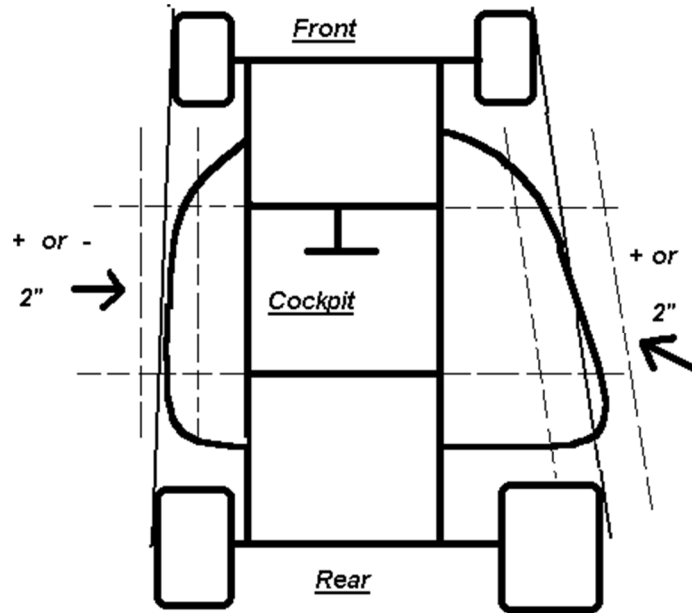


Figure 31 - 1 (O)

Section 2.0 Safety - Open Wheel

- .1 **All Drivers must wear the following:** Seat belts, shoulder harness, proper footwear, jackets, wrist restraints, gloves, helmet with shield or goggles.
 - .1 Optional Safety Equipment
 - .1 The use of head and neck restraints is strongly recommended.
- .2 A five (5) point, competition type seat belt and shoulder harness, with a single release is **MANDATORY!!** Belt and harness must be securely fastened to the roll cage and frame. The use of elastic material on safety belts is prohibited.
- .3 **Drivers body:** (Head, Arms, Hands, legs, Feet, etc.) must remain inside the roll cage and ***Drivers feet and legs must be protected by body material from dash to nose***. Seat belts must be fitted tightly to the driver at all times under the green flag.
- .4 Roll cage upper side bars are MANDATORY. Must attach diagonally or horizontally to front and rear cage uprights. Must not extend beyond the side nerf bars. Bar can be no higher than the driver's shoulder, and no lower than 6" from the top of the drivers shoulders. (Both sides of the car).
- .5 A vertical bar, made of roll cage material, must be located within 1" of the front axle on each frame rail or a 1/8" **uncoated** steel cable attached to each end of axle and going forward to be attached to the front frame cross member. Cables must be double clamped. (For straight front axle cars.)
[Changed 12-09-01]
- .6 All corners must be rounded (bumper, nerf bar, frame and body). No protrusions past inside of bumpers or nerf bars except tires. (No axle protrusions past outside of wheel rim.)
- .7 All engines **must** have an oil catch can and all gas caps must be vented to a catch can as well (if applicable).
- .8 NO ROOF WINGS of any type over driver's head.
- .9 Kill switch is **MANDATORY**. Must be in reach of driver.
- .10 **Brakes**
 - .1 Brakes must be of design and type that are capable of stopping the Open Wheel if the drive chain or belt breaks.
 - .2 The two most common braking systems used are Hydraulic or Mechanical Disc or Mechanical shoe(drum) brakes.
- .11 **HELMET TO ROLL BAR CLEARANCE:** No less than 3" from bottom of roll bar with padding removed will be allowed.
 - .1 Front to rear roll cage opening not to exceed 14 inches. (12-2015-04)
- .12 **Overflow Containers**
 - .1 All engines must have an oil overflow with lines that run into an unbreakable container which is securely anchored. These containers must keep all overflows of Engine oil and Gasoline off the racing surface.

Section 3.0 Racing Classes

- .1 Class age requirements are as follows:
- .2 Drivers are required to complete one year in each class to gain experience for the next class from their original starting point. Jumping over classes is not allowed.(03-2023)
 - .1 **CLUB CLASS (02-2023)**
 - .1 Driver must be at least five (5) years old. The 5th birthday must be on or before April 1st of the racing season year. Or can compete on or after fifth (5th) birthday.
 - .2 All new drivers must run club class, regardless of age.
 - .3 Allowance of driver to move up to a different class will be based off the ongoing evaluation from week to week racing at the driver's home track.

The decision will be made by the home track Board of Directors.

 - Evaluation includes but not limited to: Ability to follow direction from Race officials, knows flags meanings and safety.
 - .4 Heats and Features should be no more than 5 cars
 - .5 Club Class will not occur points for heat or feature races.
 - .6 Club Class would receive awards at each tour race and end of year banquet for participating drivers.
 - .7 Tech to consist of restrictor plates / slides, gear ratio, and weight.
 - .2 **JR. NOVICE**
 - .1 Driver must be at least five (5) years old. The 5th birthday must be on or before April 1st of the racing season year. Or can compete on or after 5th birthday.
 - .2 Maximum age is seven (7) years old. Driver must be less than eight (8) years old. The 8th birthday must be after April 1st of the racing season year.
 - .3 Any driver who reaches his 8th birthday before April 1st of the racing season year must move up to the Novice Class.
 - .3 **NOVICE**
 - .1 Driver must be at least eight (8) years old. The 8th birthday must be on or before April 1st of the racing season year.
 - .2 Maximum age is eleven (11) years old. Driver must be less than twelve (12) years old. The 12th birthday must be on or after April 1st of the racing season year.
 - .3 The driver may remain in this class for a maximum of three years and two racing seasons
 - .4 **LIMITED**
 - .1 A new driver must be at least eleven (11) years old. The 11th birthday must be on or before April 1st of the racing season year.
 - .2 Drivers who are nine (9) years old and have two years experience, can be in this class. The 9th birthday must be on or before April 1st of the racing season year.
 - .3 Drivers who are ten (10) years old and have raced Novice class previously, can be in this class.
 - .4 Maximum age is thirteen (13) years old. The 14th birthday must be after April 1st of the racing season year.
 - .5 A new or inexperienced driver fourteen (14) years old will have the option of racing for one (1) year only in this class, with the permission of the members individual club Officers and Directors. The 14th birthday must be after April 1st of the racing season year.
 - .5 **STOCK OPEN WHEEL**
 - .1 A new driver must be at least twelve (12) years old. The 12th birthday must be on or before April 1st of the racing season year.
 - .2 Drivers who are ten (10) years old and have two years experience, can be in this class. The 10th birthday must be on or before April 1st of the racing season year.
 - .3 Drivers who are eleven (11) years old and have raced Novice or Limited class previously, can be in this class.
 - .4 Maximum age is eighteen (18) years old. The 18th birthday must be after April 1st of the racing season year.

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Section 3.0 Racing Classes-(continued)

- .5 Maximum age: If not in High school you can race through the summer of the graduating year. (1-95-2)
- .6 **SUPER STOCK OPEN WHEEL [Eliminated 12-2013-3] [Reinstated 01-2020-18]**
 - .1 Driver must be at least thirteen (13) years old, with two years racing experience. The thirteenth birthday must be on or before April 1st of the racing season year. Drivers who are twelve (12) years old on or before April 1st of the racing season and have two years of experience in open wheels may enter this class.
 - .2 Maximum age is eighteen (18) years old. The 18th birthday must be after April 1st of the racing season year.
 - .3 Maximum age: If not in High school you can race through the summer of the graduating year. (1-95-2)
- .7 **GENERAL**
 - .1 A driver must notify the race Director or Club President before they will be allowed to change classes.
 - .2 For the purpose of the age requirements the ranking order of classes (from lowest to highest) 1 Jr Novice Open, 2 Novice Open, 3 Limited Open, 4 Stock Open, 5 Super Stock Open
 - .3 Exceptions to the age requirements must be approved by the NYSMA Board of Directors at a regular scheduled meeting prior to March 31st.
 - .4 **For Limited, Stock, and Super Stock classes ONLY:** Driver must have at least one year's experience in limited class to be eligible to race multiple classes, at either NYSMA or club level. Driver can run limited along with stock or stock along with superstock and cannot skip a class. Drivers are not required to run the same classes at the Club and State level. They can run different classes in each championship as long as they meet the class age and minimum experience level requirements. At any time during the NYSMA tour series if the driver has been determined that they are not ready to be in the specified class due to safety concerns or the Childs ability/confidence, the driver can drop back one class below. A waiver **must** be submitted to the respective track president and turned into NYSMA, to be approved.

Upon dropping to a lower class during the NYSMA tour series, you will be subject to the below:

- .1 When dropping down one class, your registration that was submitted at the beginning of the tour will "follow" you to the new class. You will not need to re-register.
- .2 The Waiver submitted will represent the change and will be binding for insurance purposes.
- .3 When dropping down one class, you will forfeit any/all tour series points that were occurred during the season. You will start the new class with zero points.
- .4 When dropping down one class, you may use **one** tour series race as your respective drop for the season.

4.0 Additional Requirements

- .1 All cars must be numbered as follows,
 - .1 On the top of the hood, minimum 6 inches high.
 - .2 On the left and right Body side panels, minimum 4 inches high.
 - .3 On the rear of the gas tank, seat back or rear fender, minimum 4 inches high.
 - .4 All numbers must be of a style and color that is clearly legible for scorers to read.
 - .5 Any valid unused 1 or 2 digit number may be used, contact your club and chose an unused number from their race class list.

.2 Minimum Combined Car/Driver Weight by Class

- .1 Jr Novice & Novice open wheel - 320 lb..
- .2 Limited - 340 lb. (* 2004 Change (10.2003.06))
- .3 Stock open wheel - 360 lb..
- .4 Super Stock open wheel - 390 lb..(12-2019)