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## **Section 1.0 Introduction to Rules 2010**

- .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 of 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.

### **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. The NYSMA Board of Directors will make the final decision.

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## **Section 2.0 Track Operations 2010**

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### **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) Mid-State	(2) Lyons	(3) So. Tier	(4) Syracuse	(5) Sodus	(6) Classic
2012	inactive	2013	2010	2011	inactive
- .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.
- .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, Judges, 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 2010**

- .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.**

## **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.
- .5 Drivers must register in the same class in which they normally race at their club.
- .6 Championship race, all other state tour races are NYSMA sanctioned .)
- .7 Cars must be driven by the assigned driver, unless a substitution is allowed by NYSMA (Method of verifying qualifications to be determined by the NYSMA Board of Directors.)

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## **2.6 Pit Area 2010**

**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.

**\*2004 Change (1.03.04)**

- .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 entry the race track in any way once the first green flag drops.Exception is a STARTER)**

## **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.

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## **2.9 Non-Racing Use of Track 2010**

- .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**

<b>FLAG COLOR</b>	<b>DESCRIPTION</b>
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 2010**

### **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 track judges and assistant flagger . (2005-11/04/01)
- .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 may be standing in any position on the front straightaway when giving the green flag, for both two abreast and single file starts.
- .6 The Starter, except when a critical situation dictates, is the only person to give flags during a race.
- .7 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.
- .8 The Starter and/or Judges will decide when the black flag is to be given.

### **4.3 Judges**

- .1 Three (3) qualified Judges, not affiliated (owner, family, crew) with any race team they will judge, are required for all heat and consolation races. Number of Judges for Semi-Feature and Feature Races to be determined by the Race Committee.
- .2 Judges are to work from and stay in their appointed positions while the race is in progress.
- .3 ( intentional blank )
- .4 Judges may issue a warning through the Starter. Warnings are defined in "7.2 Warnings".
- .5 A Judge is required to make a call on the outcome of an incident that occurs on the track. If a consultation is needed with the other Judges or Starter/Flagger or NYSMA track officials, this time will be allowed. All calls should be fair and impartial to the driver/drivers involved.
- .6 Only authorized personnel are to be in the judges stand.

## **4.4 Scoring Personnel 2010**

- .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 may 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 may work in pairs (**caller & writer**) or may be an individual (**visual**) Scorer.
  - .1 **Caller:** watches the race in progress and “calls” the number of each car in the order that the cars cross the start-finish line in each lap. To identify the start of the next lap when the lead car crosses the line, the caller says “lead car” and calls that car’s number. When possible, the caller may also identify lapped cars by calling “lap car” and giving that car’s number.
  - .2 **Writer:** is responsible, during the race, to record the car numbers on a score sheet in the exact order stated by the caller, starting a new lap (columns on the score sheet) each time the lead car crosses the start-finish line. The writer also makes out the line-ups for restarts and tallies the order of finish at the completion of the race.
  - .3 **Visual Scorer:** an individual that performs the tasks and responsibilities of the caller and a writer at the same time.
- .4 Scoring Personnel **will not** be called upon to make any Judges call.

## **4.5 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, Judges, 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 2010**

### **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 eight (8) 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.

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## **5.2.4 Drawing Starting Position 2010**

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

| 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.*

- .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.*

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## **5.3 Consolation Races 2010**

- .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 eight cars starting each consolation.
- .2 The two consolation races would be lined up "heads up" this way:

<b>Consolation 1</b>	<b>Consolation 2</b>
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 2010**

- .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.
  - .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.

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## **5.5 Realignment Order for Re-Starts 2010**

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

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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.

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<b>Microd</b>	<b>Illustration: 20 lap race with 5 Microds</b>
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.

**\* 2004 Change (11.03.03)**

- .4 **The scorers must put the finishing time on the socre sheet (Noting that the red flag stops the timing of the race until they restart)**

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## **6.0 Race Operations 2010**

### **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 (8) cars, or less.
- .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>Elim</u>	<u>Semi*</u>	<u>Feature</u>
	Jr. Novice	8	10	12/15	15
	Novice	8	12	15/20	25
	All Other Classes	8	12	20	30

\* First number used for Mid-Season, second number used for Championship.

### **6.2 Starting of Race**

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**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, all competing cars must complete one lap.
- .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.
  - .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.

## **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 2010**

- .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.

## **6.5 Restarts**

- .1 The Starter/Judges 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 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 Judges 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 Judges 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, 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 2010**

### **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 2006**

- .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).
  - .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.
- .7 Warnings are cumulative during the events of one race date only.

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## **7.3 Disqualification (DQ) 2006**

- .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. **Proposal 01-06-01***
- .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 cars tail", inability to guess every other drivers 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).
- .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.

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- .9 Car repairs other than in the infield or having tools or parts thrown onto track.
- .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.

## **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.
- .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.

**\* 2004 Change (11.04.03)**

- .11 If an accident occurs on the last lap, judges must make a call. (Even if yellow flag has not been thrown.)**

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## **7.5 Post-Race Inspection/Engine Teardown 2010**

- .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.
- .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**

### **\* 2004 Change (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 fifteen (30) 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, the Judges, or the Starter with protests.
- .5 If an official warning is protested, then the Judges 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.

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## **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):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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 2010**

- .1 Suitable awards shall be awarded to each semi-feature and feature winners in each class for races sponsored by NYSMA.
- .2 Awards for 2nd through 5th finishing positions in each class will be given in races 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 2010**

- .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.