



NEDCS

2025 RACE PROCEDURES& RULES

General Rules:

All Drivers and Owners will be required to sign a registration form stating that they have read, understand, and agree to these general rules and procedures before their cars will be allowed onto the speedways. It is your responsibility to ensure that your race team, friends, and family are aware of the policies and procedures included in this document.

1) Preface:

The intent of the NEDCS general and divisional rules is to foster a safe and orderly environment for competitive Motorsports and entertainment. The knowledge of, and adherence to, these rules is the participants' responsibility. NO expressed or implied warranty of safety shall result from the publication of, or compliance with these rules. There is no way a guarantee against injury or death to participants, spectators, officials, or any other individual involved.

2) Interpretation and Amendment:

The interpretations of rules contained herein will be the sole responsibility of authorized officials of NEDCS. Their interpretations and judgments shall be final. These rules may only be amended by the Head Tech or an authorized member of NEDCS management. If there is an amendment it will be posted on the track website and may be sent out via e-mail to all registered teams. The amendment will be effective upon the date of publication by NEDCS regardless of when a participant receives the actual notice. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have accepted and complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND REGULATIONS. They are intended solely as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. Any interpretation or deviation of these rules is left to the discretion of tech and the decision is final. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH DEVIATION OF SPECIFICATIONS.

3) Safety:

Competitors are solely responsible for the safety of their racecars and racing equipment and are obligated to perform their duties (whether as a car owner, driver, and crew member) in a manner designed to minimize to the degree the risk of injury to themselves and others. If a competitor's safety equipment is deemed unsafe, he or she will not be allowed to compete. The inspection of safety equipment by NEDCS officials does not guarantee that any item will perform in the manner for which it is designed.

- A- All safety equipment must be approved by Speedway or NEDCS Tech Officials.
- B- Each driver must wear an SFI rated and approved full fire suit, with a recommended minimum rating of 3.2A5 or 8856-2000. It is HIGHLY RECOMMENDED that SFI rated undergarments including top, bottom, and socks be used. All fire suits and safety equipment must be kept clean.
- C- SFI rated and approved fire-retardant racing gloves and shoes are mandatory. Gloves and shoes must be in good condition and free of holes, rips, grease, oil, etc.
- D- Full-faced helmets carrying a rating of SNELL 2015 or higher are MANDATORY. "SA" (Special application) helmets only. A face shield or other acceptable eye protection must always be worn during any event.
- E- All cars must have a battery cutoff switch. This battery cutoff must kill entire car. The battery cutoff switch must be clearly labeled on/off. All switches must be labeled.
- F- Aluminum racing seats are mandatory; Full containment seats are highly recommended. The seat must be securely fastened to the roll cage and frame members and not the floorboards. The seat must have a headrest on both sides.
- G- Seat belts must be a minimum of 3" wide unless passing over a head and neck restraint system where they must be 2" wide or less. All must be minimum 5-point with a metal-to-metal central quick release and approved by NEDCS Officials. All belts must be SFI Certified and no older than 5 years or past expiration

date stamped on belts. Belts with visible wear and/tears will not be permitted. All mounting locations are subject to inspection.

- H- Roll bars must be padded in the driver's area along with the center of the steering wheel.
- I- A minimum of a 2 ½ lb. fire extinguisher with a gauge must be accessible to both the driver and the tracks safety crew. On-board fire suppression systems are Highly Recommended; a minimum 2.5lbs and minimum one nozzle in driver's compartment and one nozzle in the engine compartment. The activation of such a system must also be accessible to both the driver and the tracks safety crew and be clearly marked.
- J- Two (2) driveshaft loops to enclose the driveshaft is mandatory, no less than 2" wide and ¼" thick must be placed around the front and rear of the driveshaft and attached to the floor or cross member. All driveshafts "MUST" be painted white, with the car number on it.
- K- A head and neck restraint system, such as a Hans or Hutchins device is mandatory.
- L- SFI sprint car style window net on both windows or SFI rated Arm restraints highly recommended.
- M- Jack stands are mandatory anytime a car is jacked up and a crew member is working under the vehicle. All jack stands must have plated bottoms or are manufactured to prevent digging into ground, pavement, or tipping.
- N- Reasonable speed must always be maintained in the pit area for speedway courtesy.
- O- At no time is anyone other than the driver allowed to ride on/in a car. All persons being transported by any haul vehicle must be seated inside the vehicle, no riding on trailers or inside race cars.

4) Registration and Licenses:

- A- Cars must have a paid NEDCS registration.
- B- Anyone participating as a driver must be registered to receive points and/or prize money. Special events may have different rules pertaining to registration and licenses. NEDCS reserves the right to reject and/or revoke any application at any time.
- C- At each racing event each car must be registered with the handicapper by the driver, owner, or crew member. The car must be present to be registered, if it is not present and does not show up before qualifying, they may be penalized. **TO REGISTER YOU MUST GO TO SERIES TRAILER OR PREDESIGNATED LOCATION.**
- D- All cars must be registered with the handicapper one (1) hour before the start of the first scheduled heat race of any division or they will be placed at the rear of their qualifier; In the event of no qualifier, they will be placed to the rear of the feature.
- E- Once the driver has signed in under one car, and has attempted to qualify, he/she will not be allowed to drive another car without the approval of NEDCS Management.

5) Age Requirements:

No one under the age of fifteen is allowed to compete in any event unless NEDCS allows a younger age, and competitor has NEDCS management approval (call to discuss the minimum age for competition). Any person under the age of eighteen must have a "Minor Release" signed and on file with the Speedway and NEDCS before being allowed to enter the pit area. This initial form must be filled out by BOTH parents or legal guardians. These forms are available through the Speedway Office and NEDCS. Minors must have one (1) parent or guardian present to sign them in and must always accompany them while in the pit area.

6) Point System

A- Points will be awarded to the car driver for feature races. To be eligible, the driver must be registered for the event the points will be awarded for. Only regularly scheduled races will count for points. Special events will not, unless otherwise noted by NEDCS Management. In the case of a tie, the car with the greatest number of wins will serve as tiebreaker. If a tie still exists 2nd's, 3rd's, etc. will serve as tiebreakers until the tie is broken. Any Point fund money will be distributed at the end of the season to the Top 10 drivers. To be eligible for points fund driver must run 75% of scheduled events.

B- Feature points: 1st 75pts / 2nd 70pts / 3rd 65pts / 4th 60pts / 5th 55pts / 6th 53pts / 7th 51pts / 8th 49pts / 9th 47pts / 10th 45pts / 11th 43pts / 12th 41pts / 13th 39pts / 14th 37pts / 15th 35pts / 16th 33pts / 17th 31pts / 18th 29pts / 19th 27pts / 20th 25pts / 21st 23pts / 22nd 21pts / 23rd 19pts / 24th 17pts

C- Heat points: 1st- 10pts, 2nd- 8pts, 3rd- 6pts, 4th- 4pts, 5th- 2pts

D- If double features are run and a driver or driver is unable to start the second feature because of a mechanical issue that is verified by NEDCS TECH Officials will be scored behind all cars that took part in the feature that was missed. If multiple drivers are unable to make the second feature, they will be scored in the order they finished the first feature.

E- If an event is rained out, and will not be rescheduled, twenty-five (25) points will be awarded to each driver signed in at the time the event is called.

7) Handicapping:

A- Drivers will draw a chip at a set posted time at NEDCS trailer or if available MyRacePass will generate chip numbers for drivers at registration for qualifying positions.

1. For the first 3 races of the season all drivers will be lined straight up based on draw.
2. After the first 3 races, drivers who haven't run 3 races will start behind all drivers who have run 3 races.

B- All competitors must run in a qualifying heat race unless they are unable to because of a mechanical issue that is verified by NEDCS TECH Officials.

C- If a consolation is necessary, the number of cars that will qualify into the features from heat races will be announced by the handicapper. Consolation Cars will start the feature behind all previously qualified cars.

D- Drivers will be allowed to start further back than their qualified position but must be approved prior to the start of the feature race and will drop to the rear after they enter the track

E- If a qualifying heat(s) are parked due to rough riding then the drivers in the heat(s) will start behind all other heat(s) that completed all of their qualifying laps and not eligible for the invert.

F- In the event of no qualifying races driver will utilize the heat race chip draw process utilizing all feature specific requirements below to create the lineup.

F- Winner of the first heat race will draw the invert chip for the feature lineup.

G-Any driver with a win can't start better than 12th in the feature unless dictated by car count. If multiple drivers have wins the driver with the most recent win will start the furthest back, otherwise winning drivers will be lined up fewest wins to most wins.

H- After the first 3 races of the season, drivers with less than 3 features starts can't start better than drivers with wins in the feature.

I- Number of Heat Races:

| | |
|-----------------|---------|
| 10 cars or less | 1-Heat |
| 11-20 cars | 2-Heats |
| 21-30 cars | 3-Heats |
| 31 or more | 4-Heats |

8) Rookie of the Year Procedures:

Rookie rules: To be considered a rookie "Rookie of the Year," you must not have competed in more than three (3) feature events in this series prior to the season you are applying for or raced in any comparable or higher touring division. Drivers must register as a rookie at the time of registration and notify the handicapper at sign in. In order to be eligible for ROTY award, the driver must race 50% of the seasons feature races to receive the award. Rookies must apply **yellow** duct tape on the rear bumper of vehicle.

9) Drivers Meeting:

All Drivers must attend all announced drivers' meetings. Any driver not attending the drivers' meeting will be placed at the rear of the first event that day that they run or remove them from competition for that race day. If circumstances deem it necessary for one of these individuals to miss the drivers meeting, this must be communicated to and authorized by NEDCS Officials prior to the start of the drivers meeting and an approved representative must replace the missing individual. This will only be allowed if the circumstances absolutely require the individual to miss the meeting. The expectation is that ALL drivers must attend all drivers' meetings.

10) Official Flag Rules:

Any driver who does not obey the following flag rules will be subject to disqualification for the event, suspension, and/or fined. The Starter shall always have complete jurisdiction over the flags and their judgment shall be considered final. This also applies to the speedway's signal lights on the track.

A- Green Flag: The green flag signifies the start or re-start of a race.

B- Yellow Flag: The yellow flag means caution, slow down and maintain your position. All cars must fall into single file as soon as possible for realignment. The restart of the race will be determined by the last completed lap (half the field of cars completes the lap) as scored by the official scorers. Laps completed under the caution flag will not be counted, unless otherwise notified. Cars that have pitted will start the rear of the field in the order they return to the track. If the caution flag is shown before a full lap is completed, then there will be a complete restart. Any cars entering the pits will take their position at the end of the field.

C- Red Flag: When the red Flag is displayed all cars "MUST" stop immediately. Track officials may direct certain cars to move to clear the way for safety vehicles or track workers. Under no circumstances is a driver to move their car without the direct notice to do so by a track official. Movement of a car without direct notice will result in immediate disqualification with the loss of points and pay for that race. If a car is currently in the pits, repair work may continue.

D- Blue Flag/Yellow Stripe: This flag is called the passing flag. When this flag is displayed to a competitor it means that faster cars are coming and be prepared to move over. When the passing flag is being waived by the starter, it means the lapping car or cars are there and to move down to the low groove of the racetrack. Failing to obey when given the passing flag may result in penalties or disqualification.

E- Pink Flag/With Pig: This is called the pig flag. When this flag is displayed to a competitor it means that you are hogging the track and need to hold a line.

F- Black Flag: A clinched black flag is a warning to the driver for behavior on the track. Failure to modify your behavior could result in a waved black flag. If the black flag is being waved at you, you must go to the pit area. This could be for several different reasons:

- 1- The track may need to check your car for safety reasons. The track official will stop you at the top of pit lane or infield and inspect your car. If your car is deemed safe to return by the official, if possible, you will get your position back. If you choose to go to your pit, you lose your position.
- 2- You may need to repair an issue. In this case you will be allowed to return to the race after resolving the issue, but you will have to go to the rear.
- 3- You may be multiple laps down and deemed a safety hazard to the other drivers. In this case you must park the car for the event. You will receive your points and pay for the event.
- 4- You may be getting the black flag for disciplinary reasons. In this case you are required to park the car for the event. You will not receive points or pay if you are parked for disciplinary reasons.
- 5- If Black flagged, you will have two (2) laps to obey or you will no longer be scored for the event.

G- White Flag: The display of the white flag means there is one more lap in the race. If there is a caution flag presented during the white flag lap the race will revert to the last completed lap. Upon the restart of the race the white flag will again be displayed providing a green, white, checkered finish.

H- Checkered Flag: When the checkered flag is displayed, it means the leader has completed the final required lap and the race is finished. All remaining cars must receive the checkered flag on this lap.

11) Series Rules:

A- Under caution all cars will be held by Track Officials or NEDCS Officials prior to re-entry onto the track. Once the lineup is set, cars will be instructed to return to the track and positioned accordingly.

B- All cars entering the track must follow the Track Officials or NEDCS Officials directions.

C- When a race is started and a caution is displayed before the first lap is completed, there will be a complete restart of the race. After the first lap is complete and a caution is displayed, all restarts will revert to the last completed lap.

D- Once you have been given the signal by the Flagman to cross over (double up), you will no longer be allowed to scrub your tires. You must stay in your lane unless you have a vehicle malfunction. In the event of a vehicle malfunction:

- 1- If you are in the inside lane, you must pull to the inside of the track.
- 2- If you are in the outside lane, you must pull to the outside of the track.
- 3- If the flagman sees this, he will not throw the green flag.

E- The expectation is that there will be no contact amongst cars under caution unless it is deemed to be the result of an accordion effect on the restart or due to car malfunction. Any contact under caution that is deemed intentional or unnecessary will result in a penalty. This determination will be made by NEDCS Officials. There are lanes painted on the racetrack, all cars must stay in their lane on all starts and restarts. Failure to stay in your lane may result in you being penalized and sent to the rear. If the overall start was good, but you did not stay in your lane, you may be asked to drop back spots or drop to the rear while the race remains under green. You will have two (2) laps to do so, or you will be black flagged and disqualified from the event.

F- On the initial start of the race, the lead cars shall not start the race until determined by NEDCS flagman. Failure to go at the start line by either of the lead cars will not warrant a restart unless the occurrence is deemed significant by the flagman or race director. In the event of a false start, NEDCS Officials may reposition the offending car(s) to the rear of the field. Any car that is deemed to have started prior to the start line may be penalized and sent to the rear of the field.

G- After the initial start, the leader will start the race. On restarts, the leader can fire anywhere within the start box. The box is defined as being between the first white line and the second yellow line in turns 3 and 4. If the leader has any part of their car within this box, they may fire. It is up to the 2nd place car to be ready and stay with the leader. If the 2nd place car fires first, they may be penalized if they are leading at the yellow line. If the leader has not fired by the time they get to the yellow line, the 2nd place car is free to fire, and the leader has lost their advantage of starting the race. If anyone fires before entering the start box, they may be penalized and required to go to the rear. Both lead cars should be rolling into turn 3. Flagman decisions are final.

H- Any car passing another car on the initial start of the race before the start/finish line will be penalized two (2) positions per car passed at the next caution or at the end of the race. This will be enforced unless the car in front has a major issue on the start. Any car passing another on a restart on the bottom before the start/finish line will be penalized two (2) positions per car passed at the next caution or at the end of the race. This will be enforced unless the car in front is deemed to have a major issue on the restart. Passing outside on restarts is allowed, after the green flag is waved.

I- During any event, the race director and race control may choose to go single file restarts at any time.

J- On single file restarts, the driver must maintain their position till after the start/finish line. This will be enforced unless the car in front is deemed to have a major issue on the restart.

K- A competitor will receive an agreed number of courtesy laps for flat tires/repairs. The number of courtesy laps may be extended by NEDCS Officials.

L- No repairs or work of any kind may be performed on the racetrack. All cars must go to the pit area for repairs.

M- Cars deemed to have been involved in the accident that caused the caution will be sent to the rear. If contact between two (2) or more cars take place and results in a caution, those cars will be considered involved in the accident and will be sent to the rear (commonly known as the A-B Rule). Any car that stops or takes action to avoid an accident that has already occurred will get their spots back as long as they do not make any contact with the caution cars. The determinations of whether or not a car was involved in the accident are the decision of NEDCS Officials and are final. In the event that the caution is displayed for an accident on the track and then there is a separate incident at another location on the track that occurs, those cars may get their spots back as long as they do not go to the pit area.

1- Exception: "Gentleman's Tap Out" rule will be used for the race season. If a driver feels they are solely at fault for an incident, they may pull to the bottom of the start/finish line and tap their roof. At that time, only that driver will be sent to the tail of the longest line, with all others deemed involved awarded their prior position. The driver must "Tap Out" ASAP. If he/she is wrecked and cannot drive the car to the start finish line, the driver must verbally "Tap Out" FACE to FACE with an official that can radio the race control.

2- All cars that enter the pits and re-enter the track will take up the rear of the field in the order that they re-enter the track.

N- When a race event is under caution, all cars must slow down and form a single file. Safety workers and track personnel must be given room to do their work safely. NEDCS Officials will realign the field. **DO NOT RUN DOUBLE FILE** until instructed to do so by the flagman or race control.

O- No driver is to unbuckle their seat belts or exit their cars unless there is a fire or instructed to do so by Track Officials or NEDCS Officials. Even if your car is unable to continue, you must remain in your car until you are placed in the pit area by track personnel. Failing to do so may result in penalization.

P- Any car that spins out must try to continue immediately and not interrupt the race. Any car that NEDCS Officials feel delayed/interrupted the race may be penalized.

Q- Any driver that causes three (3) cautions in an event for any reason may be black flagged from the event. The flagman and race control will make the final determination regarding his rule.

R- All races will be run until the leader has completed the advertised distance. However, if the scheduled distance is not completed, the race will be considered officially completed after the half-way mark. When a race has been stopped and not restarted, the finish will be determined by the last completed green flag lap, with accident cars put to the rear. If a time limit was imposed, the last green flag lap regardless of the number of laps completed. Do not race back to the finish line once the yellow has been thrown.

S- Any car deemed not up to speed may be placed at the rear of the field at any time by the Race Director.

T- Lapped cars are to move to the bottom groove of the racetrack. Any car that goes down more than 2 laps, with the exception of laps down while in the pits, will be black flagged.

U- Any car that is a lap or more down will be placed at the rear of the field on restarts. LUCKY DOG: A lucky dog will be awarded on each caution. The highest running car one or more laps down will be given one lap back. If the car eligible to receive the lucky dog is involved in the caution or pits under the caution, there will be no lucky dog.

V- It is your responsibility to be ready to compete on time for each event. Cars not ready when called to the lineup area may be put to the rear or replaced by alternate.

W- Any car that has to be push started must restart from the rear of the field. The exceptions to this rule are after introductions, or a red flag.

X- NO MIRRORS.

12) Inspections:

The NEDCS Tech Officials have full authority at the track to order a car or cars to be inspected and checked for rules infractions. All cars are subject to random inspections at any time by NEDCS Tech Officials. The NEDCS Tech Officials will review all applications for protest and have the final ruling in all matters. If the NEDCS Tech Officials deems necessary, an appeal will be brought before the NEDCS Officials for review. In the event of refusal to comply with a protest, said car will be considered illegal.

- A- All cars and safety equipment must be inspected prior to the start of the racing season. After preview inspection, the car will display a NEDCS seal indicating initial compliance. Infractions of Tech Rules not noted on initial inspection do not preclude subsequent inspection and disqualification due to tech infractions.
- B- Any car that fails to weigh in proper weight after any qualifying event will be penalized by starting at the rear of the field for the feature event. Any car that fails to weigh in proper weight after any feature event will be subject to penalties.
- C- NEDCS has the right, for inspection purposes; to seal or impound cars or car parts competing in any event. NEDCS assumes no responsibility for impounded cars or parts. Any part and/or parts deemed illegal may be confiscated.
- D- Upon the completion of qualifying and feature events, the cars pre-designated by NEDCS Tech Officials must go directly to the inspection area for inspection. No cars may be touched in any manner until they are directed to by NEDCS Tech Officials. Failure to comply can bring a penalty.
- E- If during an inspection the NEDCS Tech Officials determine that a car is not capable of passing tech, caused by an on-track incident, the competitor may be allowed to pass through tech or make changes where inspection can be completed. NEDCS Tech Officials decisions are final.
- F- If NEDCS Tech Officials determine, prior to any race, that a car does not meet the applicable specifications, the car shall not be allowed to compete. Unless, in the discretion of the NEDCS Tech Officials the deficiency (a) shall not adversely affect the orderly conduct of the race, (b) cannot be corrected in time for qualifying for the race, (c) will not provide the competitor with a competitive advantage, (d) is so insignificant as to not warrant a determination that the car is ineligible to race. If the car is permitted to race the deficiency must be correct before any future events.
- G- All feature races will be unofficial until deemed official by NEDCS officials (48-96 hours after).

13) Car Appearance:

All cars must be presentable on race day. Any damage from prior events must be properly repaired and the car must be brought back to a reasonable appearance. This includes but is not limited to no sharp edges, reasonable removal of dents, properly secured body panels, and car numbers must be legible, presentable, and meet NEDCS specifications. The final judgment on car appearance will lie in the hands of NEDCS Tech Officials.

- A. Contingency Decals Contingency sponsors are an important part of our program. There will be decals that **MUST be on your car, if decals are not used you will be ineligible for post-season money and awards.**
- B. Car numbers (**INCLUDING ANY LETTER**) must be minimum 12" in height and 2" stroke and must be displayed on each door and roof in manner that is **legible from race control**. A 4" number on the front and rear of the car. **It is recommended that any letters that are part of your registered number be a contrasting color to assist officials in identification and legibility from race control.**

14) Protests:

All protests related to a car must be filed in written form within 15 minutes of the conclusion of the event being protested. Protest must be filed with NEDCS Official. Only an owner or driver participating in the protested race may petition for a protest. Any car owner or driver filing a protest must post a protest-fee (see fees listed), a written protest, and submit their car for inspection for reason of protest.

Visual Inspection: \$250.00

Removal or Disassembly of a part or parts: \$750.00

Protest of an Engine part requiring disassembly: \$1000.00

If the protested car is found legal the protest fee will go to the protested car owner. If the car is found illegal, the protest fee will be returned to the protester and all costs incurred for the inspection will be charged to the illegal car owners. The car will be disqualified for the event with no prize monies or points awarded. The illegal part/parts will be confiscated by NEDCS Officials.

A car owner or driver may protest a race finish by posting a protest fee of \$500.00 cash with NEDCS Officials within 15 minutes of completion of the protested race. The decision of a protested race shall be decided by the NEDCS Officials after review. The protest fee may be forfeited by or returned to the protester at the discretion of the NEDCS Officials. Any protest shall automatically delay payoffs for that night.

15) Violations and Disciplinary Action:

Penalties for violations of NEDCS rules are determined by the gravity of the violation and its effect on the fairness of the competition, orderly conduct of the event, and in the interest of stock car racing. Such penalties may include, but are not limited to, disqualification, suspension, suspension of membership privileges, fines, and/or loss of points. A suspension may be a total or it may be 1) limited to a suspension of privileges at the race/races, 2) for particular series of events, 3) for a specific or indefinite period of time, or 4) from multiple NEDCS tracks and/or events.

When such penalties as event suspensions are given, they must be served on point races for that division. Probation means starting at the rear of the field for qualifying race and/or feature race, as determined by NEDCS Officials. The time of probation will be determined by the disciplinary action taken.

The NEDCS Officials will use the following guidelines for the imposition of penalties in the situations described below but may assess a greater or lesser penalty depending on the circumstances.

Speeding in the pit area:

*** One event probation

*** \$50.00 fine and 2-week probation

*** \$100.00 fine and One (1) race suspension

Rough Riding or Excessive Contact:

*** Repositioning to the rear of the field

*** Disqualification from that race

*** Disqualification from that race and \$100.00 fine

Intentional Contact after Race Completion or Under Caution:

*** Repositioning to the rear of the field

*** Repositioning to the rear of the field and probation

*** Disqualification from the event and suspension from

Unsportsmanlike Conduct or Endangering the Safety of Other:

*** \$100.00 fine and one (1) event probation

*** \$200.00 fine and Disqualification from the event

*** Disqualification from the event and One (1) race suspension

*** Disqualification from event and suspension for the remainder of the year

Intentional Yellow (Stopping of event):

*** One (1) lap penalty

*** Removal from competition

*** Removal from competition with a One (1) race suspension

Assaults/Threatening:

*** Any competitor, or team member who assaults or threatens to do bodily harm to any NEDCS Official or person serving under an Officials direction shall Receive a suspension or expulsion and a fine of at least \$250.00

*** **Any competitor or team member who participates in or incites any fight on the racetrack property shall receive:**

*** \$500.00 fine and one (1) year suspension

*** **Any competitor or team member that goes to another team's pit stall:**

*** 1st offense - \$100.00 fine

*** One event probation

*** \$50.00 fine and 2-week probation

*** \$100.00 fine and 3-week probation

These are just a few listed violations and fines. NEDCS may at any time review and fine, suspend, deduct points, etc. Any competitor or team member for disciplinary reasons.

16) Drugs and/or Alcohol:

Anyone competing shall not be under the influence of any alcoholic beverages, stimulating, depressing, or tranquilizing drugs while in competition. **Any competitor found to be under the influence of any controlled or uncontrolled substance shall receive a disqualification, loss of all accumulated points, a minimum fine of \$500.00 and suspension for one (1) year (12 months). No alcohol** is permitted in any track pits that we race.

17) Refusal of Tech Inspection:

Any competitor that refuses any Tech Inspection will be issued a fine of \$100.00. They will lose all points for that event and forfeit any winnings for that event. The fine must be paid prior to that competitor or car being able to return. Refusal of Tech inspection is deemed as FAILING inspection. Upon returning, the car will have to pass Tech inspection for that item before they will be allowed to compete. Multiple refusals of tech will result in additional penalties.

18) Scanners and Radios:

All competitors **MUST** be able to receive communication from the Race Officials by an approved one-way race receiver. No two-way communication or spotter allowed. Race receiver **MUST** be on and functioning at ALL times, **failure to do so may result in your removal from the racing surface**. This includes practice, qualifying, and feature events. NEDCS frequency will be displayed at tech trailer on race days. No cell phones are allowed in racecars.

19) Transponders:

All competitors will be required to have a working transponder whenever on the racetrack, all practices, qualifying, and feature events. They will be **mounted** in front of the right rear tire area, **center of axle tube, six inches forward**. If not, you may be black flagged. You may not be allowed to run qualifying or feature events without them and if allowed to run you are subject to the scoring that is available. Rental transponders may be available at certain tracks. Transponders can be purchased through mylaps.com.

20) Social Media:

Participants shall use common sense on social media. There shall be no direct attacks on the Series or Track its officials, rules, or competition. Matters of dispute are to be resolved in a private discussion with officials. Drivers are responsible for the conduct of team members. Penalties may include but not limited to loss of points and purse for the most recent event, loss of all points for the season to date, loss of eligibility for post season awards, and/or suspension from competition and/or Track premises.

Technical Guide:

21) TECH

A. If these rules do not specifically say that you can do it, you cannot do it!! Always contact technical inspectors when rules or parts are in question.

22) BODY

A. 1928-1948 American made production vehicles only. 5/8 scale, two door sedans, coupes, or pickup trucks.

These are to be known as Classic Modified or Dwarf body styles. NO open top cars (roadsters, convertibles)

B. Modified appearing body styles such as IMCA or DIRT Modifieds are NOT ALLOWED. No down force noses allowed.

C. Body must be 5/8 scale, stock appearing. Maximum overall height 50" top to ground. Maximum body width 40".

D. Must have grill shell or simulated open radiator matching original body style, any material, Grill shell or simulated open radiator must not have more than a 20-degree pitch when measured at any time on a level surface with no driver in the car.

E. Doors, windows, and cowlings must retain stock appearance. Hood louvers allowed for cooling but must maintain stock contours. No fenders, wings or spoilers.

F. Engine compartment must conform to scale and match contour of body. Whole may be cut for breather clearance only. Ram air induction system prohibited.

- G. Must have closed trunk lid or fully enclosed trunk access panel conforming to original bodylines. Louvers allowed no holes.
- H. Body will be metal construction, 26-gauge steel or .040" aluminum minimum. Fiberglass or plastic shells allowed. All exposed edges must be folded or trimmed over. Legends cars may be allowed under local rules.
- I. Body contour must be formed by frame and roll cage. Roof hatch entrances are allowed and strongly recommended.
- J. Driver's door must be operational and equipped with secure latch.
- K. Fasteners on hood, trunk, or panels must be positive, locking type.
- L. Windshield must be Lexan, wire mesh, or protective bars. NO GLASS. All other cockpit areas must remain open. Deflectors may be used in front of the driver and may be no wider than roll bar area.
- M. It is recommended that if using rivets to attach body panels they should be riveted to tabs that are welded onto cage instead of drilling multiple holes in roll cage.

23) FRAME AND ROLL CAGE

- A. Maximum frame width 34", minimum 30".
- B. Main frame members will be a minimum of 1" x 2" x .120" wall rectangular steel tubing or DOM steel minimum 1.5" x 0.120" round tubing. Mainframe rail consists of the length between the front lower a-arm cross member and the rear main roll bar upright. No aluminum allowed in cage or frame.
- C. Main frames will have a minimum of three (3) cross members between firewall and the back seat fabricated out of the same material as frame rails. The alternate material may be steel angle with minimum .125" x 1.5" x 2". Cross 3 bracing in floor under driver strongly recommended. The rear frame rails at rear roll bar must be 34" maximum and 30" minimum outside dimension.
- D. Roll cage must be DOM steel minimum 1.25" x .083" (.095" recommended) in all cars. A cross brace or diagonal brace in the hoop over the driver's head is mandatory.
- E. All cars must have cage bars installed across door openings on both sides. Bars should be welded in place as part of roll cage. Minimum size 1" x .065" (1.25" x .095" recommended) cars with bars mounted on doors should have a full door frame and a minimum of two (2) horizontal crossbars. Minimum 1" x .083". Cars with bars mounted on doors must have 1/4" x 2" steel stops welded in on each side of the opening, totaling a minimum of 4" on each end of the door. Steel plate on driver's door bars recommended.
- F. Mandatory a steel bar with a minimum size of 1" x .065" from doorpost to doorpost under the dash.
- G. No down tube frame cars allowed. Any bars from cowl area to snout must remain below the upper line of hood.
- H. Classic pickups may have two (2) bars going from upper rear roll cage down to rear clip.
- I. Driveshaft tunnel will have two 360-degree loops between firewall and seat back, must be fabricated of minimum .1875" x 1.5" steel bars 1"x .095" steel tube highly recommended.
- J. Maximum total length 124" bumper to bumper.
- K. Firewall **and driveshaft tunnel** must be minimum 22-gauge magnetic metal and must separate engine compartment and driveshaft tunnel from cockpit. Engine protruding into cockpit must be enclosed.
- L. Seat must be high-backed aluminum, racing type. All cars will have a permanent bar located behind the top of seat at shoulder level. The bottom of seat will not be more than 65" back measured from upper ball joint. Seat may be tilted back for added driver head clearance; however, no portion of the seat may be back more than 74" as measured above.
- M. Bumpers
 - 1. Front maximum width 46". Bumper height 6" to 8" with 2 bar loops. Ground to top of bumper: 12" minimum, 16" maximum. Bumper may not extend more than 12" forward of front tires.

2. Rear maximum width 60" with 3 vertical bars. Bumper height 6" to 8" with 2 bar configurations. Ground to top of bumper: 12" minimum, 24" maximum (push bar hoop) no wider than the body. May not extend more than 8" behind rear body panels. At the end of rear bumpers, add bumperettes' to each side for safety. SEE IMAGE 1 ON LAST PAGE FOR REFERENCE OF BUMPERETTE.
3. Bumpers must be hollow with max wall thickness of .125
4. All bumpers are not to be in contact with the track surface. (Not a post-race disqualifiable rule)

N. Nerf Bar

1. Full length Nerf bars between front and rear tires are mandatory maximum outside diameter of 1.25" and maximum .125" thickness; must be hollow.
2. Nerf bars will extend to tread width and may extend out 1" in rear only.

24) Suspension

- A. No torsion bar suspension system of any type is allowed. No leaf springs. No birdcage type rear linkage. Straight front axles are prohibited.
- B. Coil over shocks are the only allowable means of supporting the chassis. One shock and spring per wheel only. Shock and spring may be rocker arm actuated with one push rod per shock and spring. Shock and spring must remain as one unit. Spring must be mounted over the body of the shock.
- C. No shock with exterior dampening adjusters allowed.
- D. No driver shall have the ability to adjust the suspension from inside the car.
- E. Front suspension must not extend rearward past the most forward panel of the firewall.
- F. Rear trailing arm/radius rod specifications
 1. Arms may have a maximum length of 30"
 2. Torque absorbing devices are permitted
 3. Maximum 3 radius rods or 3 links suspension
- G. Anti-roll (sway) bars are permitted.

25) Steering

- A. All steering components must have safety fasteners such as cotter pins or self-locking nuts.
- B. Manufactured quick release steering wheel hubs mandatory.
- C. Rack and pinion is mandatory.

26) Brakes

- A. All four wheels must have working calipers and rotors.
- B. Rotors and calipers
 1. Steel rotors mandatory .250" minimum thickness.
 2. Steel OEM calipers or aluminum calipers.
- C. Cutting and scalloping of rotors will be allowed with no rotor surface being less than 3/4" in width.
 1. Drilling of rotors is permitted.
 2. Adjustable brake bias and wheel shut off allowed.
 3. Competition type master cylinders allowed.

27) Wheels and Tires

- A. Steel wheels only, minimum wall thickness .090", 13" only. Wheel width maximum 8".
- B. Offset wheels are allowed.
- C. American Racer marked DWARF tires only. Tires will be purchased from NEDCS. Tires will be durometered.
- D. The use of any tire chemical (conditioner, softener, etc.) is prohibited. Anyone caught using tire chemicals will be suspended.

E. Tires used for qualifying, must be used for feature. Flat Tire Replacements: To replace a tire due to a flat it must be witnessed by an NEDCS official, and the flat must occur on the track (not in the pit area). The tire replacement must be inspected and approved by a NEDCS Tech Official if the tire went flat (NO EXCEPTIONS).

28) Engine

- A. Any 4-cylinder 600CC motorcycle engine manufactured before 2010 for Suzuki or 2013 for Honda.
- B. All cars will have an approved service and repair manual for year, make, and model engine being used, this will be a part of tech.
- C. No engine can be modified to be less than the original stock configuration O.E.M specifications.
- D. No increasing or decreasing of motor stock stroke in any way. No auxiliary starters. No Turbo
- E. Must have working transmissions, clutch, and starter with all parts in place. Complete clutch assembly must remain in engine. External reverse boxes allowed. No air controlled shifting devices. All gears in transmission must work.
- F. Charging system optional. Battery powered ignition system only. Alternator cover allowed.
- G. Engines must be front mounted in engine compartment.
- H. Engine setback: The "square of the engine" (rear fins of the jugs) may not extend rearward more than 17" from the center of front spindle. No part of the engine or transmission may extend rearward more than 21" from center of front spindle.
- I. O.E.M fuel injection must remain stock other than secondary throttle blades, which may be removed.
- J. **Aftermarket air boxes are allowed.**
- K. Engine must be cooled by original intent. May use extra fan or oil cooler.
- L. Carburetor/Fuel injection boot must fasten directly to head in the stock intake port location.
- M. No porting, grinding, polishing, or changing stock configuration of intake or exhaust ports allowed. Casting part numbers must be visible upon inspection.
- N. Header must attach directly to head in stock exhaust port location. Engine exhaust must include muffler and exit rearward.
- O. Oiling system may not include a dry sump system. Oil pan modifications for clearance allowed. Aluminum oil pans are acceptable.
- P. Cylinder cranking compression maximum 220 p.s.i per cylinder average of 4 cylinders, no variance, measured with a Snap-On compression gauge, part number EEPV303A, with adapters EEPV304A, EEPV306A, or MT26J200, after ten (10) compression revolutions of cranking, 15-45 minutes following feature event. Tools provided by NEDCS. Compression pressure is limited to factory stock compression pressures.
- Q. Carburetors or fuel injections may be removed or held in the fully open position to allow for: full air flow. All four (4) spark plugs must be removed before checking compression. A booster pack will be allowed to assist with engine cranking if the engine appears to crank at a slow rate.
- R. E.C.M is allowed to be flashed.

29) Battery

- A. Battery must be located outside of driver's compartment, not secured with rubber strap.
- B. A direct manual cutoff switch wired to ground circuit will be installed on the front dash within 6" of the corners formed by the front door and the dashboard. The emergency electrical cut off switch will be clearly marked.

30) Fuel System

- A. Electric fuel pump allowed. Maximum fuel pressure of 50 p.s.i.
- B. Fuel cell mandatory, maximum 5 gallons, located in trunk.
- C. Petroleum based automotive gasoline is the only fuel. No alcohol, no methanol, no nitrous oxide, or any other fuel additive may be used.

D. Reinforced or steel braided line must be used in all high-pressure areas.

31) Drive Train

A. Must use steel drive shaft from transmission to automotive rear end. Minimum 2.50" x .083" or 2"x .120".

B. Quick change rear ends are allowed. Must be steel tubes with individual axles and bearing type hubs. Gears are not allowed to be changed once your main event starts.

C. Rear must be locked or have a solid spool. Magnetic Steel Axles.

32) Set-up Specifications

A. Maximum outside tire width 60 1/2" measured from outside of rim on first inner bead.

B. 73" wheelbase plus or minus 1".

C. Frame ride height must not let car bottom out on track.

D. All cars will weigh a minimum of 1255 lbs. with driver and safety gear.

a. Left side weight rule 53% with driver and safety gear in the car.

E. No weight outside of car body, i.e., on Nerf bars. (All weights must be inside frame rails).

F. Hubs front and rear, no more than 1/2 "difference from frame rail right to left. (Car is to be centered in hubs)

G. Any tech official has the right to change weight and or percentages if necessary.

IMAGE 1

