

Montana Raceway Park *EST. 1991*

Montana Raceway Park
Whitefish, MT 59937

3790 Hwy. 93 North
406-257-7223

www.montanaracewaypark.com

Montana Raceway Park Rule Book

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For further information regarding any of these rules
please contact **Montana Raceway Park at 406-257-7223**



RULES BOOK DISCLAIMER

THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE THE ORDERLY CONDUCT OF RACING EVENTS AND 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 (REPRESENTED THAT THEY HAVE) COMPLIED WITH THESE RULES.

NO EXPRESS OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

THESE RULES ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO A PARTICIPANT, SPECTATOR, OFFICIAL OR OTHERS. THE RACE DIRECTOR AND/OR MANAGEMENT SHALL BE EMPOWERED TO PERMIT DEVIATIONS FROM ANY OF THE SPECIFICATIONS HEREIN OR IMPOSE ANY FURTHER RESTRICTIONS THAT, IN HIS OPINION, DO NOT ALTER THE MINIMUM ACCEPTABLE REQUIREMENTS.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.

ANY INTERPRETATION OF, OR DEVIATION FROM, THESE RULES IS LEFT TO THE DISCRETION OF THE OFFICIALS. THEIR DECISION IS FINAL.

GENERAL INFORMATION

It is the responsibility of the driver of the car to see that his car completely satisfies the rules, including but not limited to, all safety rules. The driver of each car represents to the promoter and all others that his car has satisfied all applicable rules, including but not limited to, safety rules, whenever such driver participates in a warm-up, practice, or competitive laps.

Random drug testing and alcohol screening is mandatory for all persons entering the pit area. Drug screening will be paid for by MRWP.

The Promoter, Race Director, Chief Technical Inspector, or promoters authorized agent shall be empowered to permit minor deviations from any of the specifications herein or impose further restrictions that, in his/her opinion, do not alter the minimum acceptable requirements.

No charging of pit fees, tires, transponder fees, etc will be allowed, unless prior arrangements are made with the management. We reserve the right to refuse service to anyone. If you, your crew members, sponsors, or affiliates owe Montana Raceway Park, its affiliates or subsidiaries monies for parts, fees, tires, etc you, your crew members, sponsors, and affiliates will not be allowed on the facility grounds until all debts have been paid or prior arrangements are made with the management. Checks will be automatically converted electronically and verified for sufficient funds. Any returned check will be assessed a minimum \$40 fee on top of the returned check fees and check amount.

We expect all participants to take pride in being part of our entertainment. Racing entertainment is what we sell to the public and we will not tolerate anyone or anything that detracts from our show. Cars in the opinion of the officials, that lack in appearance or are deemed unsafe, will not be allowed to compete. Unsavory messages or images that gives you or MTRWP an unsavory image may



be asked to be changed or covered before competing. This includes suggestive language, inappropriate images and anything else MTRWP finds unfit for family entertainment.

All construction rules will be decided by Tech Inspectors and management. Burden of proof on any concern will be the responsibility of the owner and driver.

1. Drivers checks for competing classes will be available the following weekend at the pit gate unless the payout is addressed to an out-of-town location at which time checks will be mailed. It is the driver's responsibility to inform Montana Raceway Park of an address change.

PIT GATE OPENING TIMES

***EVERY SATURDAY THE PIT GATE WILL OPEN AT 2:00PM AND
THE TRACK WILL OPEN AT 3:00PM.***

***THE ONLY EXCEPTION WILL BE THE MONTANA 200, PLEASE
SEE ENTRY FORM FOR TIMES.***



POINT SYSTEM

All points accumulated for the season will stay with the driver and not the car.

This is the explanation of how points are achieved during the nights racing event.

QUALIFYING POINTS:

Qualifying points are awarded to the top 6 qualifiers who complete two timed laps.

POINT SCALE:

Fastest time	= 6 points
Second fastest time	= 5 points
Third fastest time	= 4 points
Fourth fastest time	= 3 points
Fifth fastest time	= 2 points
Sixth fastest time	= 1 point

HEAT POINTS:

Cars will be lined up by their qualifying time, cars may be split into two separate heats depending on the amount of cars in that class. If only one heat is ran in that class then the points will be calculated from the A Heat point bracket. Points will be determined by the finishing position of each car.

POINT SCALE:

A-Heat (Fastest Qualifiers)		B-Heat (Slower Qualifiers)	
1st	= 10 points	1st	= 8 points
2nd	= 9 points	2nd	= 7 points
3rd	= 8 points	3rd	= 6 points
4th	= 7 points	4th	= 5 points
5th	= 6 points	5th	= 4 points
6th	= 5 points	6th	= 3 points
7th	= 4 points	7th	= 2 points
8th	= 3 points	8th	= 1 point
9th	= 2 points		
10th	= 1 point		

B-MAIN POINTS:

Cars will be lined up by their qualifying time, fully inverted, unless otherwise stated, eg. chip draw, heat finish order or current point totals. B-Main points will be awarded to cars that complete at least one green flag lap in the B-Main and do not qualify for that nights A-Main event.



Points will start on a 20 point scale with each position calculated in increments of 2. Points will be determined by the finishing position of each car.

POINT SCALE: (This is the scale based on if the top 12 were locked into the A-Main from the qualifying laps and the top 6 finishers from the B-Main would advance to the A-Main.

1st	= Advance to A-Main	9th	= 16 points
2nd	= Advance to A-Main	10th	= 14 points
3rd	= Advance to A-Main	11th	= 12 points
4th	= Advance to A-Main	12th	= 10 points
5th	= Advance to A-Main	13th	= 8 points
6th	= Advance to A-Main	14th	= 6 points
7th	= 20 points	15th	= 4 points
8th	= 18 points	16th	= 2 points

MAIN POINTS:

Cars will be lined up by their qualifying time, inverted, chip draw, heat finish order, current point totals or as race director sees fit for that nights event. **All drivers must take the main event green flag lap to receive points and pay for the main event.** Points will start on a 50 point scale with each position calculated in increments of 2. Points will be determined by the finishing position of each car. Rookies will be placed in the back for up to three races which will be up to the discretion of the officials.

POINT SCALE:

1st	= 50 points	14th	= 24 points
2nd	= 48 points	15th	= 22 points
3rd	= 46 points	16th	= 20 points
4th	= 44 points	17th	= 18 points
5th	= 42 points	18th	= 16 points
6th	= 40 points	19th	= 14 points
7th	= 38 points	20th	= 12 points
8th	= 36 points	21st	= 10 points
9th	= 34 points	22nd	= 8 points
10th	= 32 points	23rd	= 6 points
11th	= 30 points	24th	= 4 points
12th	= 28 points	25th	= 2 points
13th	= 26 points		

Example: #99 car qualifies 2nd fastest	= 5 points
#99 car finishes 3rd in A-Heat	= 8 points
#99 car finishes 4th in the Main	= 44 points
#99 Total points accumulated	= 57 points

To qualify for rookie of the year points the driver must run 80% of the races. A upper class driver may compete with MTRWP permission but any points accumulated may not qualify for rookie of the year or overall championship standings.

SPECIAL EVENT POINTS:

In some cases classes may have races notated as "special events." These noted and announced races will award fifty (50) points to any car that has accumulated points in said division during the season and enters the "special event." There will be no additional points added regardless of qualifying, heat and main event finishing position.

ELIGIBILITY & CONDUCT

ELIGIBILITY

1. *Drivers must be fourteen (14) years of age or older to drive a stock car. Any driver under the age of 18, must have a minor waiver signed & notarized by both parents or legal guardians. Drivers in the Bandolero INEX division may be ages from 8-14 and must be a registered INEX driver.
2. Drivers must be a member in good standing of Montana Raceway Park, Inc.
3. All cars will be inspected by the technical officials, If not approved, car will not be allowed to race until adjustments have been made and approved. It is the race teams responsibility to insure its car conforms to the rule book at each request for inspection. Also, it is the responsibility of the race team to verify a cars legality during pre-race inspection processes. All cars must report to tech before practice.
4. Once a car number qualifies one lap, that car's number is to remain on that car for the duration of that night's races.
5. Any suspended member of MRWP will not be allowed to race until reinstated.

*A driver under the age of 14 may apply to Montana Raceway Park for consideration to race in a stock car division. Final approval will be made by the facility's management, officiating staff, legal counsel and its insurance carrier with consideration given to past racing experience, age, and division of interest. Montana Raceway Park reserves the right to amend its age requirement without notice.



CONDUCT

Drivers are responsible for crews, family and friends they surround themselves with. All race teams & officials must be respectful to each other at all times.

Absolutely no drinking of any alcoholic beverage until the last checkered flag of the evening. No fighting, unsafe actions or belligerence. Crews do not go into another teams pits or instigate alterations at the tech line. Be a role model for the sport, families and sponsors. If you fail to comply the following could be implemented:

At management's discretion a warning, deduction in points, suspension, fines ranging from \$25 - \$100, and removal from the track for the rest of the season are all possibilities for poor conduct.

**IT IS POSSIBLE TO GET MORE THAN ONE OFFENCE IN A NIGHT!!!
ALL FINES MUST BE PAID BEFORE CAR CAN BE BACK IN
COMPETITION!!!**

If any driver in the day of the races gives evidence of intoxication from alcohol or drugs, he/she will be excluded from competition by officials. Montana Raceway Park reserves the right to require a driver or pit crew member submit to a random drug test to be conducted at a time and place of the facilities choosing and at no cost to the requested individual. If requested driver or pit crew member refuses to comply, the individual will not be allowed to enter the pit area until the test is completed. Also, if a crew member or driver is using prescribed medication it is their responsibility to inform Montana Raceway Park. Failure to do so may result in dismissal from the facility until this information and approved use is reviewed by the Competition Director.

When the National Anthems are being played all drivers, crews, fans and officials in the pit area are to line up on pit road in a straight line and REMAIN at ATTENTION during the playing of both the American and Canadian anthems, this includes any invocations. (Unless otherwise instructed in the pit meeting) THE FIRST THREE DIVISIONS OF TROPHY DASHES, THOSE 12 TEAMS ARE EXCUSED FROM THE LINE.



PIT RULES

1. No one under the age of 18 allowed in the pit area without signing appropriate waivers & release and receive a pit wrist band. Minors ages 14 - 17 must sign the appropriate waiver and have a minor release form signed by at least 1 legal guardian or have one on file with MRWP. INEX drivers ages 8 - 14 are the only children allowed in the pit area. Waiver and release forms also apply. You are responsible to sign in & receive a wrist band NO EXCEPTIONS. If found without the proper wrist band in the pit area you will be removed from the area and asked to go through the appropriate sign-in procedures.
2. The only entrance/exit to/from the pit area will be from the entrance gate. The track will not be crossed during competition under any condition.
3. There will be no children under the age of 14 in the pit area until the last checkered flag, unless you are in the Bandolero Division and INEX registered and with your parent or legal guardian. Parents and guardians you are responsible for your children!!!!
4. Speed Limit in the pit area is 5mph!
5. Vehicles, other than tow vehicles, approved wreckers, ambulances and tow vehicles may only use the bottom road behind the concession when entering or exiting the pit area at all times, all personal vehicles must park below bottom road and against the fence. DO NOT BLOCK THE LOWER ROAD.
6. Only one (1) tow vehicle per race car allowed to park in pit area. Those parking south of the concession stand need to park their haulers or trailers back in the area behind the score board, those parking north of the concession need to park their haulers/trailers by the north fence by the entrance gate. Vehicles will be allowed to park below the hill east of the pit area unless otherwise specified by officials.
7. Drivers of the competition vehicle are responsible for hauling their car to and from the track. All competing vehicles must be towed on a trailer or tow dolly to and from MRWP.
8. All cars entering the pits must be ready to race and run under their own power without the aid or external battery booster or push.
9. Cars can be loaded after their main if it does not include moving your hauler. Any car that was unloaded and their hauler was moved to a designated hauler parking area must wait until the last checkered flag before the hauler can be moved. To help with congestion in front of the concession at the end of the race, please use the road below the hill, east of the pit area to exit the pit area. If for any reason personal vehicles need to be moved they MUST use the lower road East of the concession.

10. Radio communication between pit and driver is only allowed for Late Models. Receivers may be implemented in other divisions.
11. When watching the races stay back from the pit fence. Stay behind the orange cones and behind the white line. **Also the road behind the scoreboard that leads to the hauler parking is prohibited.**
12. All pits are REQUIRED to have a fire extinguisher in an easy accessible area, we prefer that you put it in the left rear corner of the pit stall. Fire extinguishers are also places in various locations around the pit area and facility. Please familiarize yourself with these locations.
13. Please use the oil containers for oil and trash barrels for trash.
14. All tow vehicles parked on the hill must have proper chocks to secure their vehicles.
15. All pits must have proper jack stands.

JUDGING

1. Rules are to be interpreted by MRWP, Inc. and the Tech officials. There will be no room for sympathy in misinterpretation of the rules.
2. See PROTEST and PENALTIES - No Claiming or protesting of an Engine or car the Last race of the season. **All rules still apply.**
3. Only electronic times will be used for officials times and records, manual times will not be considered official.
4. The race officially ends when the checkered flag is given.
5. If a car is more than one second off the pace of the other cars it may be placed at the rear of the field for that nights racing events, or not allowed to race at all.
6. In general a field of cars with more than 18 qualifiers will be split into a B-Main of 20-25 laps. The option to run the B-Main will be left up to the discretion of the officials.
7. All rookies will start at least their first 3 races at the back of the field unless otherwise stated by the officials.
8. If a track record is set the driver and the car must report to the tech booth immediately.
9. MTRWP reserves the right to decide if a division has enough cars on any given night to compete in the evenings schedule of events. This is an entertainment facility and we will provide entertainment for the fans.
10. The length of the races are up to the discretion of the judges. In general the amount of laps per race are determine as follows:

Trophy Dashes - 6 laps rolling starts - All Trophy dash winners will exit the track and stage behind the tech building, once all other trophy dashes have been completed all winners will move from the staging area to the winners circle for presentation.

Heats - 2 laps per car, rolling starts

Main Events - 4 laps per car, in-car introductions

Special Events - Officials discretion

FLAGGING RULES

1. The Flagman and Race Director have sole control of the race after initial start. Race results are the responsibility of the judges, not the Flagman's. If you have a question or concern about the race results please call the track office any day after Race Night. It will not be discussed at that time.

2. There will be no protesting the Flagman's decision, A decision on the track cannot be PROTESTED.

3. Officials will make up races as they see fit.

4. Pay attention to the flagman at all times, any driver disregarding the flag is subject to disqualification.

5. After the Flagman has thrown a black flag, you have 3 laps to leave the track, if you are unsure if the black flag is for you, your number will be flashing in the lap column on the score board. If you receive a black flag you will go to the pit area and see the corner three man for your penalty which is a hold of one lap or more, if you receive a second black flag you will go to your pit area you are done racing for the night. Failure to respond to the black flag will result in disqualification.

6. A driver must receive a black flag in the race to be disqualified with the exception of the last lap in the said race. Anyone being disqualified during the last lap of competition will be notified within 15 minutes of the end of the race.

7. Stopping the race is up to the discretion of the flagman and officials. In general, a race will be stopped for any car that is dead on the asphalt or is involved in a accident that is a hazard to other cars.

8. Cars with loose hoods, deck lids, bumpers, dragging items, ect., may be disqualified by the flagman.

9. Anyone involved in a red or yellow flag incident/accident may go to the back of the pack on the restart, at the discretion of the Race Director. The exception being the Honor Rule (sec, 20.) If a caution is thrown during the last lap of competition, the field will restart single file and the race will resume with it going green, white, checkered. If a caution is brought out within the last 10 laps of the race, leaders will go to the

front and lap cars will go in the rear of the field. To avoid going to the back of the pack, your car must maintain pace speed.

10. There will be no race to YELLOW AT ANY TIME.

11. There will be no working on cars on the track.

12. If you leave the track in a yellow flag situation you will be placed at the back of the field upon re-entry.

13. If a red flag is displayed, drivers stop as safely as you can or as directed. Only after the hazard has been cleared will you be able to begin moving again.

14. If you leave the track in a red flag situation you will be scored one lap down upon re-entry unless otherwise stated by officials.

15. If a car spins out into the infield and is still visibly moving all cars need to move up on the track to give the driver a lane to move back on to the track.

16. If you gain a position by going under the white line you may receive a black flag and be put to the back of the field.

17. If you are given a Blue/Yellow flag it means the leaders are coming and to hold your line.

18. Checker boarding, blocking and jack-rabbit starts will not be tolerated.

19. The driver may not get out of his car on the track at anytime, unless you are on fire.

20. Honor Rule; racers now have the opportunity to regulate themselves when it comes to guilt or blame for an on-track incident.

If you “accidentally” overdrive your entry and get into the rear quarter-panel of someone you are trying to pass and cause a caution to come out. You now have the opportunity to symbolically raise your hand and volunteer to go to the rear while the driver who was driven into gets to keep his/her position

DRIVER RULES:

1. All cars entering the track must use the blend line at all times except during qualifying.

2. Any driver that qualifies a car must remain in that car for any of that nights races that accumulate points. (eg. Heats & Main)

3. In case of a collision, rollover, accident or emergency, no one is permitted on the track except emergency personnel crews and MRWP officials designated to handle the emergency.

4. Anyone who finds he/she cannot finish the race or has a flat tire should get into the infield and stay inside the car if you can not exit the track safely and use hand signals.

5. If you are leaking fluids please try to get off the track safely and stay out

of the main groove or get to the infield as quickly as possible.

6. If you are in a division sponsored for point money or awards you must have the division sponsor decal displayed in a visible location on your race car for the entire season to qualify for money or awards. Decals must be in place to receive nights points and pay.

7. The top three in each division will report to tech after the main event. The number of cars will be stated at each pit meeting. If you fail to report to tech and any part of your car touches your pit pad you may be disqualified. If you are unsure of your finishing position report to tech anyway. The official will notify you of your position. If you are overheating and need water a crew member must notify tech so that you are not disqualified. If the driver gets out of the car or the tech officials see any work done to the car at that time you may be disqualified.

STARTS, RESTARTS AND RESUMING RACING

1. Cars must line up for racing as soon as the current race is in progress on pit road in position. After the checkered flag has been given in the current race any car joining the field will start in the back. No Exceptions, this will help keep the show running.

2. Drivers are to hold their line up position until the green flag is given.

3. Pole car is the leader of the start of the race. He sets the speed of the start, you are in charge of keeping the field tight and bunched do not take acceleration until the checkered flag has been thrown. If a driver jumps the start he will regain his position and the field will start in double file restart, if a driver jumps the start a second time he may be sent to the back of the field. On a restart drivers will return to their start position or be sent to the back of the pack.

4. Unless otherwise ruled by the flagman there will be no restarts on the trophy dashes.

5. The last completed green flag lap will be used to determine line up on restarts on yellow and red flags.

6. On side by side starts you may not pass on the left or inside at anytime, you cannot pass until you have passed the start finish line. Then you can pass on the Right/Outside ONLY!!!!

7. On single file restarts you may not pass on the left or inside at anytime. You may pass to the right or outside once the green flag is dropped.

8. Single file means all cars must be in line nose to tail. Any car that advances position on restarts can either give back position or receive black flag.

9. Passing on initial starts is allowed after car crosses start/finish line. Passing on restarts is allowed after your car crosses the acceleration line in turn 4, but only to the right side.

We want to remind all participants that racing at Montana Raceway Park is a Sport and Hobby. This needs to be fun and enjoyable for all ages. Remember to conduct yourself in a respectful manner and have fun. Short track racing is some of the best live entertainment you can give the fans, sponsors, family and friends.

CONE RULE:

THE CONE RULE MAY BE USED AT ANY GIVEN RACE NIGHT IN ANY CLASS.

ONLY CARS ON THE LEAD LAP WILL BE ELIGIBLE TO TAKE THE CONE.

CARS INVOLVED IN BRINGING OUT THE YELLOW, LUCKY DOG & CARS THAT HAVE EXITED THE TRACK WILL NOT BE ELIGIBLE TO TAKE THE CONE. THESE CARS MUST STAY TO THE BOTTOM OR THE END OF THE LONGEST LINE. **THIS IS YOUR WARNING. IF YOU TAKE THE CONE WHEN NOT ELIGIBLE YOU MAY BE SCORED A LAP DOWN.**

Inside 10 laps to go only lead lap cars will be eligible to take the cone.

ONCE THE CONE IS TAKEN THIS IS YOUR TWO TO GO SIGNAL. PLEASE KEEP AT PACE TRUCK SPEED UNTIL THE GREEN FLAG IS SHOWN.

IF YOU ARE LEADING AND PICK THE OUTSIDE, YOU GIVE UP THE RIGHT TO SET THE PACE ON THE RESTART.

PROTESTS

A) ONLY A DRIVER COMPETING IN THE RACING EVENT OF THE DAY, MAY PROTEST CAR IN HIS/HER CLASS ONLY.

B) A WRITTEN AND SIGNED PROTEST MUST STATE THE AREA IN QUESTION AND BE PRESENTED TO THE TECH OFFICIAL WITHIN 15 MINUTES OF THE FINISH OF THERE CLASS MAIN EVENT.

C) PROTESTED CAR MAY BE IMPOUNDED FOR THE NIGHT AND THE DISASSEMBLY WILL TAKE PLACE AT A NEUTRAL SHOP THE NEXT DAY AT A TIME SET THE NIGHT OF THE PROTEST.

D) ATTENDANCE AT THE TEAR-DOWN WILL BE LIMITED TO THE TECH OFFICIAL; DRIVER OF THE PROTESTED CAR AND UP TO 2 (TWO) OF HIS CREW MEMBERS, THE PROTESTING DRIVER, AND THE TECH APPOINTED CLASS REPRESENTATIVE.

E) IN THE EVENT OF A PROTESTED CAR IS FOUND ILLEGAL; ALL FEES WILL GO TO THE PROTESTOR.

F) IN THE EVENT THE PROTESTED CAR IS TO BE FOUND TO BE LEGAL ALL FEES WILL GO TO THE PROTESTED DRIVER.

G) THE PROTEST MAY INCLUDE ONE OR MORE OF THE FOLLOWING AND MUST BE ACCOMPANIED BY THE REQUIRED FEES IN CASH.

H) ANY DRIVER PROTESTING MUST CLEAR TECH INSPECTION WITHOUT ANY ALTERCATIONS BEFORE TECH OFFICIALS WILL CONTINUE WITH A PROTEST.

I) YOU CANNOT PROTEST MORE THAN 1 CAR AT ANY GIVEN RACE NIGHT AND ARE LIMITED TO NO MORE THAN 3 PROTEST PER YEAR.

J) CARS THAT ARE PROTESTED THE LAST RACE OF THE SEASON WILL BE UP TO THE DISCRETION OF THE TECH OFFICIALS.

1) ENGINE UPPER END: FEE \$75.00 PLUS \$25.00 TO SHOP OWNER + \$50.00 TO TECH OFFICIAL (NON REFUNDABLE). INSPECTED WILL INCLUDE RE-

MOVAL AND INSPECTION OF:

- A) CARBURETOR AND INTAKE MANIFOLD
- B) 1 CYLINDER HEAD AND VALVES FROM THE CYLINDER
- C) BORE AND STROKE
- D) VISUAL INSPECTION OF FLYWHEEL AND CLUTCH;
CAMSHAFT AND CAM DRIVE
- E) EXTERNAL ENGINE COMPONENTS (VALVE TRAIN, IGNITION

2) ENGINE LOWER END: FEE \$100.00 PLUS UPPER END FEES.

- A) REMOVAL OF ENGINE CHASSIS
- B) IN ADDITION TO UPPER END INSPECTION, LOWER END PROTEST WILL INCLUDE REMOVAL OF ONE PISTON/ROD ASSEMBLY, WEIGHT OF CLUTCH, AND POSSIBLE REMOVAL OF CRANKSHAFT IF ORIGIN AND WEIGHT CANNOT BE DETERMINED VISUALLY.

3) DRIVE TRAIN AND CLUTCH: FEE \$40.00 PLUS \$10.00 SHOP + \$50.00 TO TECH OFFICIAL (NON REFUNDABLE). FEE IF SEPARATE FROM ENGINE TEAR DOWN.

- A) REMOVAL OF DIFFERENTIAL AND FLYWHEEL.
- B) WEIGHT OF FLYWHEEL AND CLUTCH WITH INSPECTION OF TRANSMISSION.
- C) VISUAL INSPECTION OF CHASSIS FOR POSSIBLE INFRACTIONS SUCH AS ALTERED SUSPENSION COMPONENTS.

4) VISUAL CHASSIS OR SUSPENSION PROTESTS: NO FEES

- A) CHECK OF WHEEL AND TIRES, OR WEIGHTS AND BIASES
- B) CHECK OF SUSPENSION COMPONENTS
- C) VISUAL INSPECTION OR SPOT CHECKS MAY BE REQUESTED BY RACEWAY PARK OR TECH ADVISOR ANYTIME DURING THE SEASON

PENALTIES

Protested cars that refuse tear-down will lose 3 nights points and no pay for that night of racing. Also the protested car must be inspected by the tech officials before it can compete again at MRWP. Second offence will be disqualification of car and driver for the rest of the racing season.

1) INTERNAL ENGINE: FORFEITURE OF UP TO 2 NIGHTS POINTS THROUGH DATE OF INFRACTION. LAST PLACE MONEY FOR THE NIGHT.

2) DIFFERENTIAL-CLUTCH: ONE NIGHTS POINTS OR A PENALTY EQUAL TO 1 NIGHTS POINTS. LAST PLACE MONEY FOR THE NIGHT.

3) VISUAL INSPECTIONS: MINIMUM PENALTY OF ONE DAYS POINTS. LAST PLACE MONEY FOR THE NIGHT IF NOT CORRECTED BEFORE TIMING IN.

4) WEIGHT AND BIAS INFRACTIONS: NO POINTS, LAST PLACE MONEY.

5) DISQUALIFICATION AFTER NORMAL TECH INSPECTION WILL RESULT IN LAST PLACE POINTS AND LAST PLACE PAY FOR THE NIGHT.

6) PROTESTED CARS MAY ONLY BE MOVED TO THE PLACE OF INSPECTION ONLY BY THE AUTHORITY OF THE TECH OFFICIAL. CARS MOVED WITHOUT PERMISSION WILL BE CONSIDERED ILLEGAL. TECH DECISION IS FINAL.

7) RACEWAY PARK RESERVES THE RIGHT TO SEE THAT THE COMPETITION STAYS FAIR IN ALL CLASSES.

A) IF A DRIVER WANTS TO COMPETE IN LOWER CLASS DUE TO ABSENCE OF THE CAR'S DRIVER, RACEWAY PARK RESERVES THE RIGHT TO KNOW IN ADVANCE BEFORE LETTING THAT DRIVER COMPETE IN THAT CLASS. THE DECISION WILL BE DETERMINED BY RACEWAY PARK.

8) DRIVERS MUST TAKE THE GREEN FLAG IN THE MAIN TO RECEIVE POINTS FOR THE MAIN AND PAY FOR THE NIGHT.

TRACK RECORDS WILL AUTOMATICALLY BE INSPECTED, UP TO THE DISCRETION OF THE TECH OFFICIAL, WITH NO EXTRA FOR GASKETS.

CAR MAY BE IMPOUNDED AND INSPECTED THE NEXT DAY.

HORNETS

RACEWAY PARK RESERVES THE RIGHT TO INSPECT, TECH, OR "TEAR DOWN" ANY COMPETING CAR AT ANY TIME REGARDLESS OF FINISHING POSITION. THE INTENT OF THIS CLASS IS TO BE A BEGINNER AND ENTRY LEVEL DIVISION. FOR LEARNING AND FUN. NO TOLERANCE WILL BE GIVEN TO THOSE INDIVIDUALS WHO DO NOT COMPETE TO THE SPIRIT OF THIS CLASS. Be advised all cars are subject to claim at every race date for \$450.00, by the promoter or management team, and may be purchased for promotional purposes or other activities. The seat and harness will not be claimed. If the claim is refused the car and driver will be banned from running the class for one calendar year.

EXPLANATION

Drivers must be 14 years of age or older. Drivers and crew members the age of 14-17 must have a minor release form signed & notarized by both parents or legal guardians to enter the pit area. All entrants must have a valid pit pass.

The Hornet division is designed to promote greater interest in stock car competition, to enable new and inexperienced drivers to compete without spending a significant amount of money for race equipment.

Decision on interpretation of the rules by the Technical Inspectors shall be final. No changes from stock production automobile or component parts except as listed in these rules. IF IT DOESN'T SAY YOU CAN, YOU CAN'T! Any equipment that the officials consider exotic or not in the intent of the rules shall be considered illegal.

1. COMPETING MODELS

Front wheel drive only.

No V8 ElDorado or Toronados.

Two door, four door cars are acceptable

Vans and Station Wagons are allowed.

2. ENGINE SPECIFICATIONS

Stock Motors, 4-cylinder & V-6's - no modifications, must be single cam, two valves per cylinder.

3. TRANSMISSIONS

Manuals or Automatics

4. BODIES

Must be stock, that includes doors. No lightening allowed. No interior or exterior mirrors.

Burnable materials must be removed from the inside, with the exception of the dash & driver's seat.

All glass, except windshield, must be removed.

Windshield may be replaced with 3/16" Lexan and large pop-rivets

All exterior lenses and emblems must be removed.

Cars with sunroofs are required to cover hole with 20-gauge sheet metal

All cars must have 20" tall numbers on both sides and roof.

Hood and trunk must be secured with hood pins only; stock hinges can remain

5. BRAKES & SUSPENSION

Four wheel stock foot actuated brakes are mandatory – no modifications. All brakes must work.

No suspension modifications allowed

6. ROLL BAR

4 point 1-3/4" .090 tubing roll cage required. Must meet requirements of Bomber Class for mounting and fitting.

7. SAFETY

A) Head and neck restraints are highly recommended
eg. HANs or Hutchens Devise)

B) 5 point harness is mandatory "date must be current within 5 years of mfg date"

C) Fire suits are mandatory.

D) Driver's window screen or window net.

E) Helmet.

F) Neck Rolls are mandatory, if not using head & neck restraint.

G) Leather gloves or racing gloves.

H). n/a

I) Needs to have cutter blade or rub rail running from fender to rear quarter, at the center of the door, both side mandatory. No sharp edges. Doors must be welded bolted or chained shut.

J) Race cars must have fire extinguishers securely mounted within reach of the driver. The extinguisher must be mounted on a metal mounting bracket (no extinguisher may be taped to roll bars). Battery must remain in engine compartment and be securely fastened down. 10. For safety, we're going to run very low fuel – less than 3-4 gallons.

K) A clearly marked Master Battery shut-off switch within 6 inches of the center of the car must be installed. Emergency Responders must be able to reach the switch from both sides of the car. A brightly painted, solid square of at least 4 inches square must surround the switch. The shut-off switch must be operational at all times.

L) Aluminum racing seats are highly recommended

M) Must use a dry cell battery.

8. WHEELS & TIRES

A) 60 Series or larger. No racing tires. Must be DOT street tires.

B) Must be OEM tire size. **All tires on vehicle must be same size.**

C) Wheel weights must be removed.

9. EXHAUST

A) Removal of the muffler is ok.

HOBBY STOCK

RACEWAY PARK RESERVES THE RIGHT TO INSPECT, TECH, OR "TEAR DOWN" ANY COMPETING CAR AT ANY TIME REGARDLESS OF FINISHING POSITION.

EXPLANATION

Drivers must be Hobby stock members, 14 years of age or older, and registered as a Raceway Park Hobby Stock division driver. Drivers and crew members the age of 14-17 must have a minor release form signed & notarized by both parents or legal guardians to enter the pit area. Anyone entering the Pit Area must have a valid Pit Pass.

The Hobby Stock division is designed to promote greater interest in stock car competition, to enable new and inexperienced drivers to compete in their own class. It enables individuals with moderate means to compete without spending a significant amount of money for race equipment.

Decisions on interpretation of the rules by Technical Inspectors shall be final. No changes from stock production automobile or component parts except as listed in these rules. If it doesn't say you can, you can't. Any equipment that the officials consider exotic or not in the intent of the rules shall be considered illegal.

1. COMPETING MODELS:

Open to all American and Canadian made steel bodied passenger cars, 1960 and newer. No station wagons, Jeeps or convertibles. No front wheel drive, rear or mid engines allowed.

2. GENERAL SPECIFICATIONS:

A) Wheelbase: 108" minimum

B) Minimum weights is 3150 lbs. Maximum 54% left side weight. Rear weight not to exceed 45%. All weights are with driver in car at the beginning of qualifying and main event. Any added weight must be bolted or welded in securely.

C) Models with wheelbase less than 112" are limited to a maximum of 360 cu. in., not to exceed largest displacement available as production of that model.

D) Minimum ground clearance of all components is **5"**. All measurements will be made with driver in the car.

E) Body and frame must match, make to make, model to model, year to year.

F) Control arms may be welded to strengthen.

3. ENGINE SPECIFICATIONS:

A) Stock production V-6 or V-8 engines only. No engine interchange between makes, (must be Ford to Ford, GM to GM). Engine must have been available to the general public to purchase.

B) The 602 crate motor allowed with approved part number (19258602), and can only be run with the model 4150hp Holley 650cfm 4 bbl.

C) 11.1 max compression on all motors.

D) Engine must be stock OEM. All internal parts must be OEM replacement part for make of engine except as noted.

E) Engine may be set back so furthest forward spark plug is even with spindle centerline. Front motor mount may be after market with no rubber, rear mount must be OEM transmission location may be without rubber, (no after market mid mounts).

F) Stock flat top OEM type replacement pistons only, may over bore of .060". Pistons may not exceed deck height. 400 Chevrolet small block must have dished pistons. No racing pistons.

G) Hyper-Eutectic, Molly-coated allowed on skirts only. No other coating. TRW, Sealpower and Keith Black are the only forged pistons allowed. 5/64, 5/64, 3/16 rings only. Full skirts only.

H) Factory OEM "as produced" Stock steel rods. May use after market rod bolts. Must be "as produced" bore, stroke and rod length combination. Crankshaft may be steel or cast.

I) Any flat tappet hydraulic camshaft. No solids, mushroom or roller camshafts. Maximum lift of .500".

J) No gear drives. No aftermarket distributors. OEM HEI ignition systems are approved. GM style HEI distributors approved.

K) No stroked or destroked engines.

L) Cylinder head casting must match engine displacement as produced with these clarifications: 461 castings, 1.94 intake valve Camel hump heads including 041,492 and 186 are acceptable on 350's not 400 Chevys, 289 head ok on 302 not 351. **The following aftermarket direct replacement stock cylinder heads are allowed:**

Chevy heads/part # 042660-1(assembled) #042660 (bare)

Ford heads/part # 053030-1 (assembled) #053030 (bare)

M) Ford Australian, Chevy vortec, Mopar w2 or X heads are not allowed.

N) Restricted to stock valve size for head. **3 angle valve jobs permitted.** Only rebuild standard allowed is 30, 45 and 60 degrees. Poly-locks are permitted.

O) Screw-in or pinned studs, push rod guide plates are approved.

P) No stud girdles.

Q) Chevrolet only allowed 1.5 rocker. Mopar and Ford adjustable rockers are allowed. Roller rockers are allowed.

R) No porting, polishing or gasket matching of heads.

S) Exhaust manifolds or headers with 3" collector and 3" exhaust tubing and muffler are allowed.

T) Fuel pump must be stock OEM type and mount in stock location. No electric fuel pumps allowed.

U) Stock steel or cast iron flywheels only. No aluminum flywheels allowed. No Corvette modular iron flywheels. Stock OEM type pressure plate and OEM. Single disc clutches only.

4. CARBURETOR AND INTAKE MANIFOLD:

A) Holley 500 CFM #4412 only. Only choke and related parts may be removed.

B) The Holley model 4150hp 650 cfm 4bbl may be used on the 602 crate motor (19258602) only.

C) No tubes, funnels, or any other devices which may control the flow of air is permitted inside of the air cleaner or between the air cleaner and the carburetor.

D) A one piece 1-5/8" maximum in thickness carburetor spacer acceptable to Tech Inspectors is allowed.

E) Stock cast iron automotive 2 barrel or 4 barrel intake with adapter. No high rise or GM Z-28 replacement manifolds of any kind.

F) No porting, polishing, acid dipping, adding epoxy or similar substances allowed on intake. No gasket matching allowed.

G) An air cleaner is mandatory at all times. No foam type air cleaners. Top and bottom of air filter housing must be solid and be same diameter, K&N filter element OK. It is permissible to attach a shield in front of the air filter housing up to half the air filter circumference, it cannot be higher than the air filter element. No air boxes.

5. TRANSMISSIONS:

A) A stock OEM automatic transmission, with a stock working torque converter is permitted. Three and four speed manual transmissions with all gears working is permitted.

B) Transmission must bolt to engine with no modifications.

C) All cars with manual transmissions must have an approved scattershield around clutch, or a constructed shield made of a minimum of 1/4" steel over the bellhousing section of the floorboard.

6) DRIVE SHAFTS:

A) Drive shaft and universal must be similar in design to standard production type. Only a one piece steel drive shaft is permitted.

- B) It is mandatory that two 160 degree solid steel brackets, no less than 2" wide and 1/4" thick, or steel chain, be placed not more than 12" from each universal joint and fastened to the floorboard.
- C) All drive shafts must be painted white.

7. BODIES:

- A) Bodies must be OEM steel and must remain stock.
- B) All glass must be removed except the front windshield. All chrome strips, door handles and other items must be removed. All upholstery, sound deadening, door panels, headliner material, carpeting, floor pads and seat must be removed. A Lexan rear window is optional.
- C) All body panels must remain stock and intact. Hood, roof and rear deck lid may be lightened. Front door panels may be cut out only if door bars are inside of door. Rear inner fenders must remain enclosed. Front inner fenders may be removed. Center of trunk may be removed for fuel cell installation only. Must have trunk floor & rear inner fender wells to protect fuel cell top from track surface, may be non oem but must be made of 22 gauge steel minimum.
- D) Bumpers must be strapped to the body. Bumpers may be reinforced within confines of original bumper. Front and rear after market bumper covers allowed. Fabricated bumpers must be a minimum of 3" wide and resemble the stock installation.
- E) No sharp edges. All edges must be rolled under.
- F) Full floor boards and firewalls required. All holes must be covered with a minimum 22 gauge sheet metal.
- G) Doors must be welded or bolted shut.
- H) Hooks suitable for towing must be welded to the underside of all 4 corners of the car.
- I) A non-adjustable rear spoiler, not exceeding 4" in height and not wider than the rear deck lid may be attached to the rear deck lid. (It is recommended that the spoiler be made of 1/4" clear Lexan). No rudders or forward brackets are allowed.
- J) Must have OEM rubber body mounts in original stock location.

K) Rub rail permitted

8. MIRROR:

No Mirrors permitted.

9. RADIATOR:

- A) Radiator must be mounted in engine compartment.
- B) Aftermarket and aluminum radiators are permitted.

- C) All cars will be equipped with a minimum 2 quart over-flow can.
- D) Electric fans approved.

10. SUSPENSION:

- A) All suspension components must be OEM for make (Ford to Ford, GM to GM) with no modifications except: right front may have longer bolts or elongated holes to obtain camber.
- B) Springs must be OEM type. Springs may be cut and/or bent.
- C) One shock per wheel. Shock mounts may be extended along original axis to allow use of long body shock. All shocks must be stock OEM appearing.
- D) OEM front an/or rear sway bars are permitted. Must be mounted in stock holes.
- E) Front spindles may be interchanged within manufactures line to allow disc brakes on early chassis only.
- F) Lowering blocks and solid spring spacers are approved for use. No twist in spacers. Front spacers may be threaded but located around shock (coil only); rear coil spacers may be a solid type. May be interchangeable. Leaf spring cars may use either lowering plates under leaf springs or screw type as long as the u bolts have to be loosened and re-tightened in order to make height adjustment. No cam-actuated front to rear adjusters for rear alignment allowed.
- G) Metric cars may use older Nova spindles.
- H) OEM rubber bushing only on rear, any bushing material on front.

11. REAR ENDS:

- A) Differential may be locked by welding or shimming spiders. Mini spools, OEM "posi" and limited slip differentials are approved for use. Full spools allowed.
- B) Rear end must be in stock location and must use all stock parts for attachment.
- C) No cambered axle housings. No gun drilled axles. Aftermarket axles highly recommended. C-clip eliminator allowed.
- D) Ford 9" rear end allowed: must have drum brakes, no nudular, no aluminum, no floating axles, must have stock housing.

12. BRAKES:

- A) Four wheel, stock, foot actuated brakes are mandatory. Adjustable proportioning valve may be used on rear brakes only, and adjustable from the engine bay/firewall only. No pro-portioning valve located in the cockpit/inside of the racecar.
- B) Must be solid mount. No free float. No drilled rotors.
- C) Master cylinder must be OEM and mount in stock location.

D) Stock pedal assembly must be used but may be extended.

13. ROLL BARS:

A) Round steel tubing 1 3/4" x .090 inch or 1 5/8" x .120" minimum seamless roll-over bars are compulsory for the basic roll cage and must be approved by the Tech Inspectors. Aluminum and/or other soft metals are not permitted. Roll bar connectors must be welded.

B) For approved location of the various roll bars, please reference the basic roll cage diagram (some bars have been removed for clarity) in the back of this book. On unitized bodied cars, the cage must be attached to 6" square plates, minimum 3/16" thick. The plate must be fish-plated to plates with the same specifications by four 3/8" bolts. Maximum 3/4 offset cage.

C) A minimum of 3 door bars are required on the left side with 2 bars required on the right side. The left side door bars must curve to the outermost part of the door skin. It is suggested that a piece of 1/8" steel be welded to driver's side door bars. The material should be placed between the door skin and cover the seat area. As an option, the material may be welded between the door bars.

D) A dash bar connecting the front cage uprights is required.

E) A wing window bar is required on the driver's side and must be of approved roll bar material.

F) Only two bars (one on each side) may pass through the front firewall. The bars will attach to the front roll cage legs and attach to the radiator protector bar, with additional supports. Two bars may attach to the rear roll cage legs and must extend past the fuel cell. No bars from inside 4 point to beginning of front kickup forward.

G) All roll bars within the driver's reach, along with the steering wheel hub, must be padded acceptable to the Tech Inspector.

H) No bars, no x-ing or tying frames together under car. Cars with bolt-on sub-frames may use connectors. Connectors must only run parallel to wheelbase. No X-ing outside the 4 point.

I) See last page for roll cage diagram.

14. RADIATOR PROTECTOR:

The radiator protector will consist of a maximum of 5 bars (1 1/2" ID, schedule 40 tubing maximum material), located in the following positions: Two bars upward from the frame horns, one bar across the front of the radiator, two bars mounted in front of A-frames and connected to upright bars.

15. FUEL CELL PROTECTOR BAR:

If the fuel cell is installed through the trunk floor, the car must have a bar installed at the rear of the fuel cell. The bar must be a minimum of 1 3/4"

x .090 thickness and must attach to the frame rails and extend down and across the bottom of the fuel cell, with a center support bar that attaches to the rear cross member. (Protector bar is not required if fuel cell is installed above the floor of the trunk.)

16. WINDOW SCREEN:

A nylon window screen must be installed in the left side glass opening. The minimum window screen size shall be 22" wide by 16" high. All window screen mounts must be welded to the roll cage. The window screen, when in the closed position, must fit tight and be secured with a quick release type lever.

17. FUEL:

- A) Fuel shall be automotive gasoline only.
- B) The gasoline shall not be blended with alcohol, ethers, or other oxygenates and it shall not be blended with aniline, or its derivatives, nitro compounds or other nitrogen containing compounds.
- C) The Speedway reserves the right to require all cars to use the same fuel.

18. FUEL CELL:

Tech Officials will reject any previously approved fuel cells, containers, or check valves which appear to be damaged, defective, or do not function properly. Fuel cell vent check valves are compulsory. No pressure systems allowed. Any concealed pressure type containers, fuel lines or actuating mechanism will not be permitted, even if inoperable. The use of a commercially manufactured fuel cell is mandatory.

- A) The maximum fuel capacity shall be 12 gallons and may not weigh more than 25 pounds empty, including mounting hardware.
- B) Must be mounted in center of trunk, a minimum of 12" ahead of rear bumper.
- C) Fuel lines must run under the car and be securely fastened to the frame. Grommets are required where passing through the trunk.

19. FUEL CELL AND FUEL CELL CONTAINER INSTALLATION:

The use of an approved fuel cell and container is mandatory. The fuel cell and fuel cell container shall be installed in accordance with the following requirements"

- A) Fuel cell and fuel cell container may be fastened to the frame in a recessed support frame.
- B) Fuel cell and fuel cell container must be installed as far forward as possible in trunk compartment.
- C) Fuel cell and fuel cell container, installed in trunk compartment, must be

secured with steel tubing no less than 2 lengthwise and 2 crosswise evenly spaced across the top. Tubing must be made of 1"x1"x.065 thick square steel tube. The support frame must be constructed using 2 tubes that are welded to and extend from the left side to the right side frame rails. Three tubes must be equally spaced across the fuel cell container. These tubes must be welded to the cross support tubes and extend down the front sides, rear sides, and under the fuel cell container.

D) A firewall free of holes must be located between trunk and driver.

E) The bottom of the fuel cell cannot be lower than 10" from the ground.

20. WHEELS:

A) Eight inch maximum width steel only, white spoke or equivalent.

B) Maximum offset is 6", measured from bead of tire to lug nut seat.

C) Wheel studs will be a minimum of 1/2". Stud must pass completely through nut when wheel is tight.

D) Maximum up to 1 inch wheel spacer allowed if 5 inch or less offset wheel is used. Any spacer over 1 inch must be approved by tech official for suspension clearances only.

E) No bleeders.

21. TIRES:

Only approved tires are permitted. Approved tires will be identified at the beginning of each racing season. All tires must be purchased and stamped from MTRWP.

1) Hoosier Racing Tires 3035 & 3045 Take-Offs only.

2) ALL tires must be marked with 2 TO Stamps; INSIDE AND OUT.

LAST YEARS TAKE OFFS MAY BE GAUGED & RESTAMPED AT THE BEGINNING OF THE SEASON.

3) Maximum amount of take-offs a driver can buy in one night is 4.

22. HELMETS & NECK ROLLS

Head and neck restraints are highly recommended - eg. HANs or Hutchens Devise

It is recommended that all helmets meet the specifications set forth in the Federal Motor Vehicle Safety Standard regulations or the American Standards Institute, Inc. Snell 90 minimum. Neck rolls are required, unless using a head and neck restraint.

23. SEATS:

A) Aluminum racing type seat only. No fiberglass or stock bucket seats.

B) It is recommended that all seats have padded rib protectors and seat leg extensions on both sides.

- C) A padded head rest approved by Tech Officials is required.
- D) Seat and seat belts must mount to the roll cage, not to the floor pan. Must use Grade 8 bolts and large flat washers.

24. SEAT BELT AND SHOULDER HARNESS:

- A) A quick release lap belt no less than 3" wide is compulsory. Both ends of the lap belt must be fastened to the roll bar with high quality bolts, not less than 3/8" in diameter.
- B) Shoulder harness must be no less than 3" wide and must come from behind the driver's seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage, that will prevent the harness from sliding from side to side. Shoulder harness inertia reels cannot be used.
- C) A center (crotch) belt must be securely mounted to lower seat frame at the bottom.
- D) Where the belt passes through the seat edges, it must have a grommet installed, be rolled, and/or padded to prevent cutting the belt.
- E) All seat belts and shoulder harnesses must connect at the lap belt with an approved quick release buckle.
- F) Seat belts must be dated by the manufacturer and must not be used beyond 5 years after the manufacture date.

25. ELECTRICAL SWITCH LOCATION:

- A) clearly marked Master Battery shut-off switch within 6 inches of the center of the car must be installed. Emergency Responders must be able to reach the switch from both sides of the car. A brightly painted, solid square of at least 4 inches square must surround the switch. The shut-off switch must be operational at all times.

26. STEERING:

- A) A steel quick release steering wheel is strongly recommended.
- B) Center of steering wheel hub must be padded acceptable to Tech Officials.
- C) Tilt steering wheel may be removed. Straight collapsible shaft permitted.**

27. ACCESSORIES:

Race cars will not be permitted to carry onboard computers, micro-controlled processors, recording devices, electronic memory chips, digital readout gauges or traction control devices.

28. MUFFLERS:

- A) All cars shall be equipped with exhaust systems, including mufflers with no leaks or holes.
- B) No cars shall exceed 92 D.B.A. at 100 feet.

C) "Maximum exhaust shall be 3". Exhaust pipes must extend past the driver.

29. BATTERY:

A) Battery may remain in the engine compartment, be securely mounted in an enclosed box and accessible from under the hood or relocated inside of car. If inside of car, it must be securely mounted in a protective container. It can be no further back than the stock rear firewall and cannot protrude through the floor. The battery box will be six sided and not significantly larger than the battery. A clearly marked Master Battery shut-off switch within 6 inches of the driver's door must be installed. Emergency Responders must be able to reach the switch. A brightly painted, solid square of at least 4 inches square must surround the switch.

B) Dry-Cell Battery Required

30. NUMBERS:

A) A minimum 24" high, 3" wide number is required on the door area (and only on door area) of both sides of car. A minimum 30" high, 3 stroke number is required on the top of car facing the right side.

B) A minimum 8" high white number is required on the upper right corner of the windshield.

C) Numbers will be assigned by the Speedway office (406) 257-7223 and must be renewed each year.

31. FIRE CONTROL:

A) Race cars must have fire extinguishers securely mounted within reach of the driver. This extinguisher must be mounted on a metal mounting bracket (no extinguisher may be taped to roll bars). It is strongly recommended that each car have built-in fire extinguisher equipment, but it cannot be of the dry powder type. ALL ENTRANTS SHOULD HAVE IN THEIR PITS AT ALL TIMES A FULLY CHARGED 15 POUND CAPACITY DRY POWDER FIRE EXTINGUISHER OR ITS EQUIVALENT, SHOWING CURRENT INSPECTION CERTIFICATE.

B) It is mandatory that , AT ALL TIMES, suits of fire retardant material that effectively cover the body from neck to ankles and wrists, along with fire retardant or leather shoes and gloves, to be worn on the racing surface. It is strongly recommended that at all times drivers wear at least a 4 layer driving suit made of fire retardant material that effectively covers the entire body. It is also strongly recommended that drivers wear long underwear, headgear, gloves and socks made of fire retardant material.

C) It is strongly recommended that at all times while the car is being refueled or while fuel is being transported from the pit area, all crewmen involved should wear at least a 4 layer suit made of fire resistant material that effectively covers the body. It is also strongly recommended that the

crew members wear long underwear, headgear, socks, gloves and shoes made of fire resistant material, plus protective eye wear.
D) ALL SAFETY REQUIREMENTS ARE MANDATORY.

LATE MODELS

Drivers must be members *14 years of age or older, with previous racing experience, and registered as a Raceway Park Feature Division Driver. Any driver under the age of 16 must have approval from MTRWP to compete. Drivers and crew members the age of 14-17 must have a minor release form signed & notarized by both parents or legal guardians to enter the pit area. Anyone entering the Pit Area must have a valid Pit Pass.

*A driver under the age of 14 may apply to Montana Raceway Park for consideration to race in a stock car division. Final approval will be made by the facility's management, officiating staff, legal counsel and its insurance carrier with consideration given to past racing experience, age, and division of interest. Montana Raceway Park reserves the right to amend its age requirement without notice.

The absence of a specific rule does not imply approval, consent or permission regarding that subject. Any questions or doubts regarding such matters should be directed to speedway officials for a clarification.

1. COMPETING MODELS:

Raceway Park's Late Model races are open to eligible 1988 through current year models of American made passenger car production sedans.

2. APPROVED COMPETING MODELS:

Chevrolet: Camaro, Monte Carlo, Impala. Pontiac: Grand Prix. Ford: Taurus, Fusion, Mustang. Toyota: Camry. Dodge: Intrepid, Charger. All other models must be submitted to official for approval.

3. GENERAL SPECIFICATIONS-all cars:

A) Wheelbase: 101" minimum

B) Tread width = Fabricated front clip coil over - **66"**
Fabricated front clip big spring - **66"**

Big Spring means 4-3/4" minimum diameter, front and rear.

Fabricated big spring cars with big springs front and rear will have out board mounted shocks. Stock stub cars will have big springs both front

and rear, and the front springs will be in stock location.

C) Minimum weight with driver in normal position: 2900 lbs

D) 58.0% maximum left side weight

E) Added weight must be in block form of no less than 5 lbs. Added weight must be securely bolted in place. Added weight must be painted white with car number in contrasting color.

F) Frame rail, sheet metal, front air dams and all suspension parts ground clearance is 4"

G) All cars must maintain a roof height of no less than 45", measured 10" behind the top of the windshield on the roof.

H) Dry sumps are approved for use.

I) Cold air boxes will be permitted on all cars.

J) All cars will be required to own a AMB transponder. To purchase a transponder please contact Raceway Park for information. If you do not purchase a transponder you will be required to rent one from the speedway before competing. The hard-wired AMB transponder is recommended. Transponders must be mounted on the frame-rail behind the right rear tire with the numbers in the up-right position. If you have a transponder bracket from previous races at MTRWP on your car you may mount the new transponder in that location. If you have any questions about the transponder please contact the speedway.

4. ENGINE SPECIFICATIONS:

A) V-8 engines only.

B) Maximum of 360 cubic inches for GM and Ford. Maximum of 365 cubic inches for Chrysler.

C) Must be make to make: GM to GM and Ford to Ford. Except Toyota-bodied cars.

D) Cast iron blocks only

E) Only solid steel connecting rods and crankshafts permitted

F) No magneto, crank fire or computerized ignitions allowed. No adjustable timing controls permitted.

5. INTAKE MANIFOLD:

A) Aluminum or cast iron.

- B) No porting, polishing, grinding. Port Matching is allowed up to 5/8" on intake manifold.
- C) Must be as cast from manufacturer.

6. ENGINE LOCATION:

- A) All GM engines may be located so the center of the forward-most spark plug hole is a maximum of 2" rearward of the centerline of the upper ball joint. Ford and Chrysler engines may be located so the center of the forward-most spark plug hole is a maximum of 3" rearward of the centerline of the upper ball joint.
- B) On all engines, the center of the crankshaft must be within 1" of the track width (measured from the inside lip of each wheel to the centerline of engine) The engine may not be angled or tilted.
- C) A minimum of 10" from the center of the crankshaft to the ground must be maintained at all times.
- D) All engine mounts must be reinforced metal and non-adjustable.

7. CARBURETOR SPACER AND GASKET

- A) Only a one piece carburetor spacer, maximum one inch in thickness, acceptable to tech. The spacer opening must be perpendicular to the base of the carburetor. Outside configurations of the spacer must conform to the base of the carburetor. Only 2 paper gaskets (1 per side) maximum thickness .065" will be permitted.

8. CARBURETOR AIR CLEANER AND AIR FILTER:

- A) Only a round dry air filter element maintaining a minimum of 12" and a maximum of 16" in diameter will be permitted. The air filter element must maintain of minimum of 1-1/2" and a maximum of 4" in height. All air shall be filtered through the element. The air filter may not be sprayed or soaked with any type of chemicals or liquids, K N filter element OK
- B) No tubes, funnels, or any other device which may control the flow of air is permitted inside of the air cleaner or between the air cleaner and the carburetor.

9. TRANSMISSIONS:

- A) A maximum of four, forward speed transmission is permitted, and a

reverse gear must be in working order.

B) All cars must use a scattershield around clutch or converter, unless a Multi-disc racing clutch is used.

10. DRIVE SHAFTS:

A) Drive shaft and universals must be similar to standard production type. Only a one piece steel or aluminum drive shaft is permitted.

B) It is mandatory that two 360 degree solid steel brackets, no less than 2" wide and 1/4" thick, be placed around drive shaft (within 12" of each universal joint) and fastened to the floor or crossmember of the car.

C) All drive shafts must be painted white.

11. REAR AXLE:

A) Quick change center sections are optional.

B) Full floating rear axles are mandatory.

C) Steel or Aluminum axle housing tubes are permitted.

D) No cambered rear axle housings permitted.

E) Aluminum or metal drive plates are permitted and drive plates must be one piece with a single internal spline. Grease fittings are not permitted on drive plates or axle caps.

12. BRAKES:

A) Four wheel brakes are mandatory. All brakes must work.

B) Disc brakes must be equipped with solid steel rotors.

C) Brakes must be solid mount.

13. FRAME AND SUSPENSION:

A) Frame must be constructed of minimum 3" x 2" square tubing minimum wall thickness .120

B) No lightening holes in frame rails.

C) Adjustable shocks are allowed. Only one shock per wheel. Remote reservoir or remote adjustable shocks are allowed but not within reach of driver.

D) Weight transfer devices such as jacking bolts, track bar adjustments, sway bar adjustments, top link adjustments, are permitted but cannot be

adjustable by the driver inside of car.

E) Coil over springs and shocks must be mounted together as a single unit.

F) See: #3 general specifications for big spring and shock placement rules.

G) Suspension bump stops permitted.

H) Rear sway bars are not permitted.

I) Upper and lower tubular A arms must be steel.

J) No independent rear suspensions allowed.

K) Independent front suspension of steel construction is mandatory, with articulated upper and lower arms.

L) Type of hub and spindle optional.

M) Type of sway bar optional.

14. ROLL BARS:

A) Round steel tubing 1 3/4"x.090 inch minimum seamless roll-over bars are compulsory for the basic roll cage, and must be approved. Aluminum and/or other soft metals are not permitted. Roll bar connectors must be welded.

B) For approved location of the various roll bars, please reference both the basic roll cage diagram.

C) A minimum of 4 door bars are required on driver side of car. A wing window bar is also required.

D) All roll bars within the driver's reach, along with the steering wheel hub, must be padded acceptable to officials.

15. FUEL CELL PROTECTOR BAR:

All cars must have a fuel cell protector bar installed at the rear of the fuel cell. The 1 3/4 inch diameter by a minimum of .090 inch thick bar must be attached to the frame rails and extend down and across the bottom of the fuel cell with a center support bar that attaches to the rear frame cross member.

16. BODIES:

A) No down-force bodies or panels allowed

B) Templates will be used to check any cars which have questionable

body dimensions or configuration. Official's decision is final.

C) All cars will have full fire walls around driver, steel to the lower right, behind driver's seat and complete foot-box, including fuel cell compartment wall of steel no less than 22 gauge. Rest of interior can be aluminum.

D) Doors must be the same size and configuration as a stock production door.

E) When cutting the fenders or quarter panels for tire clearance, the original tire opening contours must be followed. Tire and wheel must remain inside the body.

F) Hood must have positive fasteners, right side, center and left side. No holes for cooling. Maximum hood scoop or bubble is 2.5". An opening 2 1/2" by 20" may be cut behind the air cleaner to allow fresh air to the carburetor. A deflector will be permitted directly under cowl opening. The deflector must be made of aluminum and be 2" down, 2" forward and 20" in width.

G) All roofs must be the same size and shape as a stock production roof.

H) The rear deck lid must remain the same dimensions and body lines as a standard production car. The deck lid must be able to be opened for inspection purposes.

I) Bumper panels must be installed in the standard location for make and model. Steel tubing must be used to reinforce the front and rear bumper panels. The tubing must not be exposed. The rear bumper panel must be solid with no holes.

J) Maximum kick out from bumper to lower nose 3"

17. WINDSHIELD:

A clear Lexan windshield may be used in lieu of standard glass. The windshield must be a minimum of 1/8" thick and have a minimum of 3 metal straps or braces 1/8"x1" installed inside the windshield. The straps must be bolted to the roof panel or roll bar at the top and dash panel at the bottom with 5/16" bolts. The straps must not obstruct the driver's vision. Windshield clips 3" wide by 1" by 1/8" must be installed. Three clips will be bolted to the top of the car and extending over the edge of the windshield. Two clips must be bolted to the cowl and extending over the bottom of the windshield. Clips must be spaced a minimum of 12" apart.

In lieu of clips. Windshields may be safely pop-riveted or bolted in place.

18. REAR WINDOW:

Only clear Lexan glass is to be used in the rear window opening. No tint permitted. The rear window must be secured with a minimum of 2 metal straps not less than 1/8" thick by 1" wide, evenly spaced, and bolted to the roof at the top and deck support panel at the bottom.

19. WINDOW SCREEN:

A nylon mesh window screen must be installed in the left side door glass opening. The minimum window screen size shall be 22" wide by 16" high. All window screen mounts must be welded to the roll cage. The window screen, when in the closed position, must fit tight and be secured with a quick release type lever.

20. SPOILER:

A spoiler must be attached to the rear deck lid. All cars will be allowed to use a rear spoiler not exceeding 6 1/2" in height and not more than 60" in width, and must attach to the rear of the car. The spoiler must maintain the same contour as the car. Spoilers must be 1/4" clear Lexan and control the flow of air over 1 surface only. No rudders or forward mounting brackets are allowed. Spoiler will be measured 42" from ground to top-center.

21. FUEL:

- A) The fuel shall be automotive gasoline only.
- B) The gasoline shall not be blended with alcohol, ethers, or other oxygenates and it shall not be blended with aniline, or its derivatives, nitro compounds or other nitrogen containing compounds.
- C) The Speedway reserves the right to require all cars to use the same fuel.

22. FUEL CELL:

Officials will reject any previously approved fuel cells, containers, or check valves which appear to be damaged, defective, or do not function properly. Fuel cell vent check valves are compulsory. No pressure systems

allowed. Any concealed pressure type containers, fuel lines, or actuating mechanism will not be permitted, even if inoperable. The use of a commercially manufactured fuel cell is mandatory. The fuel cell must meet the following requirements:

A) The normal fuel cell dimensions are 32-5/8"x8-7/8".

B) The maximum fuel cell capacity shall be 22 gallons.

C) No materials, other than the standard foam provided by the manufacturer, are permitted to make the fuel cell meet the 22 gallon capacity. The use of an approved fuel cell container is mandatory. The fuel cell must be encased in a container of no less than 22 gauge steel.

23. FUEL CELL AND FUEL CELL CONTAINER INSTALLATION:

The fuel cell and fuel cell container shall be installed in accordance with the following requirements:

A) Fuel cell and fuel cell container must be fastened to the frame in a recessed support frame.

B) Fuel cell and fuel cell container must be installed as far forward as possible in trunk compartment.

C) Fuel cell and fuel cell container, installed in trunk compartment, must be secured with steel tubing not less than 2 lengthwise and 2 crosswise evenly spaced across the top. Tubing must be made of 1"x1" square tubing bolted with no spacers. A reinforced support frame must be constructed using 1"x1"x.065" thick square steel tube. The support frame must be constructed using 2 tubes that are welded to and extend from the left side to the right side frame rails. Three tubes must be equally spaced across the fuel cell container. These tubes must be welded to the cross support tubes and extend down the front sides, rear sides and under the fuel cell container.

D) A fire wall and footbox of steel, not less than 22 gauge thickness must be located between trunk and driver and must be welded or steel pop-riveted.

E) The bottom of the fuel cell must have a minimum ground clearance of 10".

24. FUEL LINES AND FUEL PUMP:

The following requirements must be met:

- A) Only 1 fuel line permitted from fuel cell to fuel pump.
- B) Fuel lines from fuel cell to carburetor may be relocated to prevent vapor lock, but must remain under floor of car unless otherwise approved. Line may be replaced with neoprene hose not to exceed 1/2" diameter. When the fuel line runs through the right side of the driver's compartment, it must be enclosed in a steel tube.
- C) Electrical fuel pumps are not permitted.
- D) Only mechanical fuel pumps in stock location permitted.

25. WHEELS:

- A) Only 15" diameter steel wheels with a 10" rim width and a reinforced center are permitted.
- B) All 4 wheels must maintain the same width and four cars the same offset.

26. TIRES:

Must qualify, start, and finish, on tires purchased only at RWP (Price to be determined at the start of each season).

1) Hoosier Racing Tires 3035/3045 ONLY

NO TIRE SOFTENING

27. HELMETS

Head and neck restraints are mandatory
eg. HANs or Hutchens Devise

It is recommended that helmets meet the specifications set forth in the Federal Motor Vehicle Safety Standard Regulations or the American National Standards Institute, Inc.

28. SEATS:

- A) Only custom manufactured approved aluminum seats are permitted.
- B) It is recommended that all seats have padded rib protectors and seat leg extensions on both sides.
- C) A padded, approved head rest is mandatory.

29. SEAT BELTS AND SHOULDER HARNESS:

A) A quick release lap belt no less than 3" wide is compulsory. Both ends of the lap belt must be fastened to the roll bar with high quality bolts, not less than 3/8" in diameter.

B) Shoulder harness must be no less than 3" wide and must come from behind the driver's seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels cannot be used.

C) A center (crotch) belt must be securely mounted to the lower seat frame at the bottom.

D) Where the belt passes through the seat edges, it must have a grommet installed, be rolled, and/or passed to prevent cutting the belt.

E) All seat belts and shoulder harnesses must connect at the lap with an approved quick release buckle.

F) Seat belts must be dated by the manufacture and must not be used beyond 5 years after the manufacture date.

30. ELECTRICAL SWITCH LOCATION:

A clearly marked Master Battery shut-off switch within 6 inches of the center of the car must be installed. Emergency Responders must be able to reach the switch from both sides of the car. A brightly painted, solid square of at least 4 inches square must surround the switch. **The shut-off switch must be operational at all times.**

31. WEIGHT SHIFTING DEVICES:

A) No mechanical device for shifting weight will be permitted inside of the driver's compartment.

B) No hydraulic weight shifting devices are permitted at any time.

32. ACCESSORIES:

Race cars will not be permitted to carry onboard computers, micro-controlled processors, recording devices, electronic memory chips, digital readout gauges or traction control devices. **36. MUFFLERS:**

All cars shall be equipped with exhaust systems, including mufflers, with

no leaks or holes. No car shall exceed 92 D.B.A. at 100 feet.

33. NUMBERS:

A) A minimum 24" high, 3 stroke number is required on the door area (and only on door area) of both sides of car and a minimum 30", 3 stroke number is required on the top of the car facing the right side.

B) A minimum 8" high white number is required on the upper right corner of the windshield.

34. FIRE CONTROL:

A) Race cars must have fire extinguishers securely mounted within reach of the driver. This extinguisher must be mounted on a metal mounting bracket (no extinguisher may be taped to roll bars). It is strongly recommended that each car have built in fire extinguisher equipment, but cannot be of the dry powder type. All entrants should have in the pits at all times a fully charged 15 pound capacity dry powder fire extinguisher or its equivalent, showing current inspection certificate.

B) It is mandatory that AT ALL TIMES driver's suits of fire retardant material that effectively cover the body from neck to ankles and wrists be worn on racing surface. It is strongly recommended that at all times drivers wear at least 4 layer driving suits made of fire-retardant material that effectively covers the body. It is also strongly recommended that drivers wear long underwear, headgear, socks, gloves and shoes made of fire-resistant material.

C) It is strongly recommended that at all times, while the car is being refuelled or while fuel is being transported to and from the pit area, all crewmen involved should wear at least a 4 layer suit made of fire-resistant material that effectively covers the body. It is also strongly recommended that the crew members wear long underwear, headgear, socks, gloves, and shoes made of fire-resistant material, plus headgear and protective eyewear.

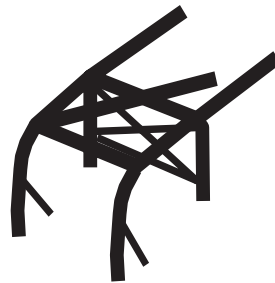
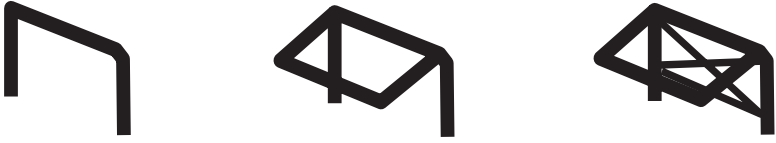
ALTHOUGH EVERY EFFORT HAS BEEN DIRECTED TOWARD COMPLETE, UNDERSTANDABLE, AND CORRECT RULES, AS WELL AS THE SAME

FACTORS IN PUTTING THEM INTO PRINT, RACEWAY PARK OFFICIALS CANNOT POSSIBLY ANTICIPATE EVERY SITUATION, CIRCUMSTANCE, OR INTERPRETATION.

RACEWAY PARK RESERVES THE RIGHT TO INSPECT, TECH, OR "TEAR DOWN" ANY COMPETING CAR AT ANY TIME REGARDLESS OF FINISHING POSITION.

Example in Building a Roll Cage

1 3/4" O.D. black pipe minimum of 1.25" wall thickness,
or 1 3/4" O.D. seamless .095" wall thickness



(Bomber)

Mandatory Class Rules