

Merritt Stock Car Association



2018

Rules for All Classes

[For Information Call](#)

President: Dale Calder

250-682-4872

Vice Pres: Jake Mills

604-230-2004

2018 TABLE OF CONTENTS

TABLE OF CONTENTS	PAGE 3
OFFICIALS/SCHEDULE/TIMES/FEEES	PAGE 4
MEETING DATE AND PLACE	PAGE 6
CODE OF ETHICS	PAGE 6
TRACK RULES ALL CLASSES	PAGE 7
PIT AND TRACK INFORMATION ALL CLASSES	PAGE 7
RUNNING RULES ALL CLASSES	PAGE 8
SAFETY RULES ALL CLASSES	PAGE 10
FLAG RULES	PAGE 13
POINTS	PAGE 14
HOBBY CLASS RULES	PAGE 15
• SUSPENSION	PAGE 15
• TIRES AND WHEELS	PAGE 15
• ENGINES	PAGE 15
• FUEL SYSTEM	PAGE 16
• TRANSMISSIONS	PAGE 16
• REAR ENDS	PAGE 16
• BODIES	PAGE 16
• ROLL CAGE	PAGE 17
• SEATS AND BELTS	PAGE 17
• ELECTRICAL SYSTEM	PAGE 17
STREET STOCK RULES	PAGE 17
• SUSPENSION	PAGE 18
• TIRES AND WHEELS	PAGE 18
• ENGINE	PAGE 18
• FUEL SYSTEM	PAGE 18
• TRANSMISSIONS	PAGE 18
• REAR ENDS	PAGE 19

• BODIES	PAGE 19
• ROLL CAGE	PAGE 19
• SEATS AND BELTS	PAGE 20
• ELECTRICAL SYSTEM	PAGE 20
6 and 8 Cylinder BOMBER CLASS RULES	PAGE 20
4 Cylinder BOMBER CLASS RULES	PAGE 21
• GAS TANK	PAGE 22
SUGGESTED SEAT BELT MOUNTING	PAGE 22
RUB RAIL DIAGRAMS	PAGE 23
CAGE DIAGRAMS	PAGE 24

2018 TRACK OFFICIALS

POSITION	NAME	PHONE
PRESIDENT	DALE CALDER	250-682-4872
VICE PRESIDENT	JAKE MILLS	604-230-2004
SECRETARY	AMANDA DANDY	250-682-2946
MONEY WRANGLER	JOAN MILLER	250-851-1600
TREASURER	JOAN MILLER	250-851-1600
HEAD OF DIRECTORS	LARRY RUTTAN	250-378-9828
HEAD OF TECH	DENNIS SMITH & JAKE MILLS	250-299-9820
HOBBY REP	DENNIS SMITH	250-299-9820
STREET REP	TOM MILLER	250-314-6677
6 & 8 CYLINDER BOMBER REP	BILL FADER	250-378-9056
4 CYLINDER BOMBER REP	SEAN DANDY	250-299-3145
TOWER OFFICIAL	JOAN MILLER	250-851-1600
P.R	BUD BUSSIÈRE	778-808-8302
P.R. ASSISTANT	SUSANNE SNIDER	250 936 9296

2018 RACE SCHEDULE

EVENT	DESCRIPTION	DATE
DAY RACES	OPENING WEEKEND	May 19 th & May 20 th
NIGHT RACES		June 9 th
NIGHT RACES		June 23 rd
NIGHT RACES	FAMILY DAY - 1/2 TIME KIDS ACTIVITIES	July 14 th
DAY RACES	ALBERT KOSOLOFSKI MEMORIAL WEEKEND **SPECIAL EVENT** OTRA (Old Time Racers Association)	Aug 4 th & Aug 5 th
NIGHT RACES	TOY DRIVE	Aug 18 th
NIGHT RACES	FOOD DRIVE	Sept 15 th
DAY RACES - INVITATIONAL	BILL JOHN MEMORIAL	Oct 6 th & Oct 7 th
<u>RAIN OUT DATES</u>	<u>10am Time trials 11 am Racing</u>	<u>Aug 19th & Sept 16th</u>

2018 RACE TIMES

DAY & NIGHT RACES	TIME TRAILS	RACE TIMES
DAY RACES	12 PM	1 PM
NIGHT RACES	4 PM	5PM

2018 MAIN GATE ADMISSIONS

	Regular Race Date	Special Event Dates
ADULT	\$10.00	\$15.00
YOUTH (11-18) & SENIOR	\$6.00	\$10.00
CHILDREN UNDER 10 (WITH SUPERVISION)	FREE	FREE

2018 PIT AND MEMBERSHIP FEES

INDIVIDUAL MEMBERSHIP (14 & UP)		\$30.00
FLOATER (3 USES PER NON MEMBER)	FULL YEAR \$20.00	1 DAY - \$10.00
CAR REGISTRATION		\$50.00
PIT FEE	EACH DRIVER	\$25.00
EACH ADDITION PIT CREW (4 MAX)		\$15.00
CAR REGISTRATION FOR LAST EVENT ONLY		\$5.00
MEMBERSHIP FOR LAST EVENT ONLY		\$10.00

GENERAL MEETING ON RACE DAY, AT THE TRACK.

NO UNWRITTEN RULE SHALL APPLY - EVERY CAR MUST HAVE A SET OF RULES IN THEIR PIT

CODE OF ETHICS

- Racing is a good sport, but a good sport is made up of good men and women. Racing has no place for the troublemakers, or those who can not see anything but wrong, believing that every action of the officials is directed at him or her, and rules are only made to be broken. Such men and women have no place in the racing sport and should be left at the entrance gate to all tracks.

This book should be studied by all members to avoid many unnecessary misunderstandings.

- We adopt these rules, regulations and specifications with the thought in mind that every competitor is entitled to a fair chance.
- Racing is a good sport, many grinding hours, days and weeks can be put into a machine getting it ready for the track, then watching it go round the track the first time all the many hours of work are forgotten.
- This is racing, as it should be. Regardless of the hardships and joys, racing will continue. We hope everyone will continue in the sport.

INTOXICANTS - All club meetings are to be DRUG AND ALCOHOL FREE!

- The use of intoxicants by a driver, car owner, pit person or track official on the day of the race meet is strictly forbidden up to the end of the day. The Track Officials will IMMEDIATELY EXCLUDE violators from the course. Penalties will be an automatic \$100.00 fine and suspension for two (2) race meets. Use of intoxicants in the pits by any member or person will cause the person to be taken from the pits IMMEDIATELY. Persons may be employed to assist Track Officials in enforcing this rule. **NO ALCOHOL AT ALL IN THE PITS - WHAT SO EVER!**

IMPROPER LANGUAGE OR CONDUCT

- Any driver, car owner, pit person, or any person on the course who may at any time or any place use improper language or conduct at the meet shall be subject to **IMMEDIATE SUSPENSION**, and or fined. **ANY DRIVER, CREW MEMBER, OR SPONSOR WHO PHYSICALLY OR VERBALLY ABUSES A TRACK OFFICIAL, OR TOWER PERSONNEL, OR WHO ENTERS THE TOWER WITHOUT PERMISSION IS SUBJECT TO A \$50.00 FINE AND IMMEDIATE SUSPENSION FROM THE DAYS EVENTS!**

CAUSING A DISTURBANCE

- Any driver, car owner, pit person, or any other person on the course who may at any time or in any place cause a scene or disturbance before the public will receive an appropriate penalty by the appropriate officials.

BEHAVIOUR

- Anyone acting in any way to the detriment of the track, club or racing in general will not be allowed on track property.
- There will be a monetary fine of \$50.00 if a member in good standing is bad mouthing a sponsor, business or person as relating to our track or club and if not paid the car associated will not be allowed to race until it's paid. This fine amount can be increased for multiple offences with the possibility of permanent parking for the season.

TRACK RULES ALL CLASSES

- A current membership must be shown when entering the pit gate. Persons must be a minimum of 14 years of age to enter the pit area. Persons under the age of 18 must have Parent or Guardian written consent ON SITE. All drivers must present VALID Drivers license before entering the pit area, except for approved 14 -15 year old drivers. **Out of town cars have one (1) race event to conform to class rules in order to receive points. MSCA cars must conform to class rules on the race day or run for NO POINTS. SAFETY RULES MUST BE MET BY EVERYONE PRIOR TO RACING.**
- **MSCA CARS SHOULD BE REGISTERED BY FRIDAY PRIOR TO RACE EVENT WITH THE EXCEPTION OF FIRST RACE DAY OF THE SEASON.**
- Any club member permitting the use of his/her Club membership card by anyone other than himself, may be barred from the track, and fined.

PIT AND TRACK INFORMATION

- Pit Organizers are in charge of all cars while in the pit. Once on the track they are under the Starters direction until re-entering the pit.
- Cars entering the pit must proceed directly to their pit stalls and not stop in the pit driveway, thereby blocking cars in rear from entering pit or clearing track.
- Cars requiring a tow to be removed from the track must have the driver or a person from the pit crew with the car to assist the tow truck operator and direct him to pit stall.
- Cars having mechanical trouble or impeding traffic must move to the pit area or infield. Any driver who blows an engine or tire must immediately leave the Track surface if possible.
- Tow trucks are for track use only and will not be required to lift cars for tire changes or repairs. This is the responsibility of the Pit Crew.
- Speeding or spinning wheels on the Speedway grounds will not be tolerated and will be considered a serious offence, subject to a \$10.00 fine or a suspension. **SPEED LIMIT IS 5 M.P.H.**
- All ATV's used on track property must follow same guidelines as race vehicles (ie: 5 mph in pits and campground) Includes parking lot and access roads.
- Change in drivers or sponsors must be reported to the pit gate and tower.
- Anyone going onto the track or across the track during a race will be suspended, and his car will lose all points for that day and/or will be fined, unless permission is granted by Pit Boss or Flag Person.
- All persons present in the pit are required to attend the pit drivers meeting when called. Any drivers present in the pits and not attending the meeting will receive a \$25.00 fine.
- **Absolutely no one under 14 years of age allowed in the pit area.**

CAR REMOVAL

- No cars are to be removed from the Speedway for (30) thirty minutes after completion of the day's events, without prior permission from the Pit Boss and/or a Track Official.

ENTERING PITS

- All participants must sign in at pit gate. Except for special events where volunteers, sponsors and other participants will be allowed only if a waiver is signed.
- Any person entering the pits must have a pit pass visible at all times and must have a signed legal release at the pit gate for the day. Minimum fine for non-compliance is \$10.00. The club requires that all those entering the pits have a medical coverage and any medical condition or disorders are to be made known to the Executive. Executive reserves the right to request a doctor's Consent from any member.
- **A Bag of FLOOR DRY or equivalent material eg:(kitty litter) must be present in each pit to be used in case of oil spill etc. This has been requested by the Lower Nicola Indian Band**
All trailers must be accompanied by a walker upon entering and leaving the pits.
- Anyone under a Doctors care or on Compensation or drawing Sick Benefits from any source must make his or her condition known to track officials and a decision will be made by Track Officials as to his/her admissibility.

- Any person admitted to the pits must be properly dressed in CLEAN coveralls, remember this is a show. Shirts must be worn at all times, (No tank tops, shorts or sandals) **MANDATORY**, minimum \$10.00 fine.
- The Executive reserves the right to reject any person applying for pit entry, or to refund pit fees, and to eject any person whatsoever from the pits.
- No person or other non-official in the pit area will be allowed on the track, track exit, or entrance during a race event except with permission of the Pit Boss.
- Anyone blocking the view of the back stretch flag person or standing by the Pit Boss without permission from the Pit Boss will be fined \$10.00.
- Any MSCA registered car to be unloaded, must be unloaded (1) one hour prior to time trials or you may not qualify.
- All cars are expected to show up at the track, clean and free from last races dirt and mud, in race ready condition. Last event damage and repairs Not to be done at track. If not complying, you may not qualify.
- Cars will be parked as directed by the Pit Boss. Tow vehicles and trailers are to be removed from pits as quickly as possible and parked in designated area.
- Drivers are to know their positions and are required to keep themselves informed about information posted on the line up board.
- Drivers will alert themselves and read the white board so as to be ready when called upon to line up for their race. If not there when called upon, they will lose their position or may be deleted from the entire program for the remainder of the day.
- All cars must line up in correct position and be ready to move out of the pits before the previous event is completed.
- **Rookie Status:** any new driver who races no more than **3** race days in one season - rookie tags to be flown all season
- **New Driver:** anyone who has **NEVER** driven a race car ANYWHERE before
- Any blocking movement of safety vehicles, or track equipment will be fined \$50.00.
- Tow trucks are to be parked in designated areas only.
- No littering in the Pits. Cars responsible will be fined.
- Due to crowding in the pit area, the number of persons allowed on anyone's pit crew will be a maximum of (4) four persons. **DIRECTORS RESERVE THE RIGHT TO LIMIT THE NUMBER OF PIT PERSONS TO A TOTAL OF (4) FOUR INCLUDING THE DRIVER, SHOULD OVERCROWDING OCCUR.**

RUNNING RULES ALL CLASSES

- All cars must be self-starting at the start of the race day. Sprint cars must have their own push vehicle.
- Track Officials decisions are final.
- No car is allowed on the track until the following conditions are met:
 - ❖ **First aid person is on the scene** First Aid Person is the only one that will delegate a call to 911
 - ❖ Fire equipment must be on hand and ready for use
 - ❖ Tow vehicle and driver ready
 - ❖ Flag man in charge of track traffic
 - ❖ Permission from pits is granted
 - ❖ Helmets and eye protection must be worn
 - ❖ Cars must have been safety checked and passed, as listed in the rule book
 - ❖ Windshields will not be cleaned on the track; races will not be stopped
 - ❖ All cars must participate in track packing, unless approval from Pit Boss obtained
 - ❖ All cars must be tech checked for safety.
 - **NO MIRRORS EXCEPT IN HOBBY CLASS - see Hobby Rules**

TIMED LAPS

- Cars will get (2) two timed laps. If a car spins out, stops, or pulls into the pits during his timed lap, he may return for (1) one more timed lap only.
- A cars timed position will determine that cars starting position for the DASH, HEAT and MAIN EVENT,
- The person who times in the car must drive the Dash and the Main Event, unless prior arrangements have been made with at least (2) Track Officials.
- Cars not timed in will start at the rear, no position gained points. Car will be allowed to run in the Heat and Main Event only, receiving only finishing points.
- After each Main event, the top 3 cars may be tech checked. (Performance enhancing parts will be looked for.)

PACKING TRACK

When called ALL Drivers MUST pack or Pay a \$5.00 fine before Time Trials. (fines will be added to invitational prize monies)

MINIMUM LAP TIME

- Anyone improving their qualifying time, during a race by 1 second or more, will be moved to the rear of the field. NO PASSING POINTS will be given.
- Anyone caught breaking out during the main event will not be given any points for that race.
- **ANY CHANGES NOT COVERED SPECIFICALLY IN THESE RULES OR THE SAFETY RULES, WHICH ARE NOT INTENDED SOLELY FOR IMPROVED SAFETY, WILL NOT BE TOLERATED. IF IN DOUBT, CONTACT THE EXECUTIVE.**

RESTARTS

- Any car spinning out on the first lap will result in a restart. Only one restarts per race. Second and subsequent restart will be single file.
- In the event of a stoppage during a race, cars will line single file on the front stretch according to the last lap completed, shown on the lap sheets. Cars responsible for an accident, **car debris** or spin will start at rear.
- No Yellow flag lap will be considered as a counting lap.
- Any car causing (2) two yellow flags will be disqualified for that race.
- Any car stopping due to a mishap and not driven immediately to starting position will be considered as involved in an accident. **STARTERS DECISION IS FINAL!**
- Anyone jumping the flag will be black flagged or moved to back of line-up.
- Any car entering the pit on a Red or Yellow flag will start at rear of pack.

MECHANICS RACE (ALL CLASSES TOGETHER)

- You are allowed to drive in 3 days of Professional races then you will lose your Mechanics status. If you run a regular race during a race day then you will not be allowed to be a mechanic driver. Previous winners will start at the back of the field.

SPONSORS RACE (ALL CLASSES TOGETHER)

- Rookies start at the front of the field.
- If you run in only (3) three race days in (1) one year, you qualify as a Rookie Driver.

POWDER PUFF (ALL CLASSES TOGETHER)

- May be non-member of MSCA
- New drivers only. Previous winners start at the back.

INFIELD, NERFING, BUMPING

- Any car entering the infield with all four tires during a race will be sent to the back flag person to re-enter the race. The infield being determined by the berm encircling the infield. An exception **MAY** be made by the flag person if you are knocked into the infield.

- Intentional bumping or nerfing will result in a disqualification from the race. The Flag Person and Track Official together may suspend any driver for a serious driving infraction, severity of the infraction to dictate action taken. Offending car to be restarted at the back of the line-up, bumped car to retain position prior to stoppage of race.
- Intentional chopping will result in disqualification for that race.

ACCIDENT

- Only one person from a crew of a car involved is allowed on the track when a race is stopped due to an accident. Pit Person must wait until all traffic is stopped and safety equipment is on the scene before proceeding to his car.
- Any car involved in an accident must be checked by the HEAD OF TECH before it will be allowed to run in the following races.
- If you are involved in an accident and you are all right, try to wave your hand.
- All serious accident damage **MUST** be replaced by the next race meet.
- No repairs are to be done on the track. Anyone doing repairs on the track when a race is stopped will loose a lap.
- **NO SHEET METAL SCREW ALLOWED**

SAFETY RULES (ALL CLASSES)

- All safety rules are **MANDATORY** and must be obeyed and met by all competing cars. The Board of Directors may implement any further rules as deemed necessary for safety. Safety Committee has final authority.
- All safety equipment must be approved by Tech.
- **NECK BRACES MANDATORY.**
- **MSCA strongly suggests the use of Hans device (neck harness) for drivers under 18 yrs old**
- **All cars must have engine displacement displayed on hood or fender.**
- **Any car moving down a class (eg: Hobby to Street Stock) must prove legal for that class.**

HELMETS

- A REGULATION RACING HELMET, SNUG FITTING, and D.O.T. approved. No Cromwells. Bubble shields on helmets must have safety snaps. Eye protection must be worn even when windshields are used. All helmets must be approved under the current motor vehicle standards with full face or properly approved helmet. TECH has the authority to DEEM HELMET UNSAFE.

SUITS

- **All classes:** drivers must wear fire retardant, long sleeve coveralls or better, driving suit recommended. These must remain free of flammable substances at all times.

FIRE RETARDANT FORMULA:

9 oz Borax

4 oz Boric Acid

1 gallon warm water

- ❖ Dissolve thoroughly, dip coveralls, and hang to dry, repeat after each wash. Save extra for future use.

- Pit Crew may substitute short or long sleeve shirt and long pants for coveralls. No halter or tank tops, **NO BATHING SUITS!**

SEAT BELTS

- At the recommendation of the rules committee, it is suggested that all drivers under the weight of 150 lbs. wear a chest strap consisting of seat belt webbing attached side to side across the vertical shoulder straps at a point below the shoulders.
- All cars must have racing approved 5-point harness in good condition. Safety belts must be regulation type seat belt webbing, minimum 3", or aircraft type harness. NO HOME BUILT or poor condition belts allowed. They must be properly installed. Belts are to be fastened to the roll bars, positively no drilling through the harness to use rivets and plates.
- Seat belt mounting maximum 4" below shoulder level. Diagram at back of rule book page 23.

SEAT

- **Approved racing seat mandatory for all classes. Hobby class must have Rib support.**

DOORS

- Doors must be **welded or bolted** (from inside) shut. **MANDATORY** All Classes!

FUEL LINES

- Fuel lines must be passed by safety committee. Metal fuel filters only.

BATTERIES

- Batteries must be within roll cage, secured, and covered with rubber, plastic or steel boxes, in-lined with absorbent foam rubber. For exception see Bomber rules.

DRIVE SHAFTS in all classes

- A drive shaft sling made of steel strap 1/8 X 2 or equivalent must be installed behind the transmission within the front 1/3 of the drive shaft. A 5/16 chain is permitted. **Must be painted white.**

WINDOW NETS

- A window net is mandatory on the drivers' side window and must be permanently fastened on the bottom. It must be constructed of 1" nylon web on 3" centers. Excessive openings can be covered with plexi glass or lexan for protection from flying objects.

WATER CANS

- Water cans must be painted **BLUE**. Gas cans must be painted **RED**. **NO EXCEPTIONS!**

EXTINGUISHERS

- Dry chemical fire extinguisher must be 2 ½ lbs. minimum. **MANDATORY**. Must be in the pit, clearly marked with car Number, presented at TECH.
- Anyone using a fire extinguisher must report with used extinguisher to Equipment Manager and/or Pit Boss so used extinguisher may be suitably marked and set aside.

ANTIFREEZE

- Use of antifreeze is NOT allowed ANY class. Environmental concerns expressed regarding possible contamination of local water supply by Lower Nicola Indian Band.

IGNITION SWITCH

- Ignition switch must be removed and a pull on push off type switch is to be installed within easy reach on the right hand side of the driver. **Must be clearly marked. MANDATORY!** Locking steering device must be removed.

OIL LINES

- Must be copper or steel only. No plastic allowed.

MUFFLERS

- Mandatory in all classes. Must be properly installed, no loose pipes.
- All cars must be 96 decibels at 100 feet or less.

MUD FLAPS

- Mandatory in all classes - 6" off the ground Maximum, Must be within 1" the width of the tire. Exception - Cars less than 6" off the ground are permitted to not have mud flaps.

CAR NUMBERS

- All classes of cars must have their number displayed on the roof and doors and be a minimum of 16 inches in height. Numbers must be pre-registered annually. If # not registered will be held for 1 year only, and will be up for grabs after that. Previously registered have preference. If you would like to keep your # after a non active year the fee will be \$5.00 per yr, payable before 1st race day of the year. Track Officials may change car numbers to avoid duplication or lap counting errors.
- Visibility - Tower reserves the right to request increased visibility. If not corrected by next race, no points will be awarded to the car.

WORK PARTIES

- **Participation in 2 work bee dates will entitle that car to participate in the test and tune.**
- All interpretations of the rules shall be decided at the Executive level. All complaints shall be in the form of a letter to the Board of Directors. THE BOARD OF DIRECTORS DECISION IS FINAL.

RULE INFRACTIONS

- Penalties for rule infractions will vary according to the severity of the rules broken. If there is a car threatening the quality of racing, the Executive reserves the right to tear-down that car. (5) Five Directors must agree that the suspect car should be torn-down before the tear-down can take place. If the car is found legal the Club will reimburse the car for the parts cost of the tear-down. If a car is torn-down, (1) one Head and the intake will be removed! Oil pan may also be removed. All tear-downs will be performed by the mechanic of the car, the Club President, Head of Tech and the track Official. When a car is torn-down it is up to the crew of the car to prove it is legal. If the crew cannot prove the legality, the car will be considered illegal. All tear-downs will be done at the car owners shop, and the hood will be locked and cinched at the track prior to the car leaving. It is recommended having the Tech person there for the re-assembly of the car.

PROTESTS


- All protests must be handed into **CLASS REP** within 20 minutes of the end of the last race. All parties will be notified within ½ hour. A **PROTEST MUST** be initiated by an owner or driver of an opposing car of the **SAME** class. Must include car number and be signed and dated by the driver or car owner initiating the protest. Must include specific reason for protest.
- On being found guilty of running illegal, the offending car will be suspended for the following race day.
- On being found guilty of running illegal for the second time, the offending car will be **SUSPENDED FOR THE NEXT THREE (3) RACE DAYS**.
- On the third offence, the car will be **DISQUALIFIED** for (1) **ONE YEAR OF RACING FROM THE DATE OF THE OFFENSE**.
- If an offense occurs on the last race event of the year, you will lose all points for the whole weekend.

Only the following persons will be involved in a protest: Class Rep., Head of Tech, Pit Boss (if pit area incident), Car owner/driver (if mechanical), Tower person (if involves tower), Flagman (if incident on track) President or Vice President.

DRIVERS PROTEST - Drivers tear-down protest. Engine protests will cost the protester \$300.00.

FLAG RULES (ALL CLASSES)

Any driver who does not obey the flags will be subject to disqualification and or fined. Drivers must have a definite understanding of the flags before racing.

	GREEN FLAG	start of race or qualifying lap
	YELLOW FLAG	caution – go slow, single file, hold position. No passing
	RED FLAG: DANGER!	come to a controlled stop
	BLACK FLAG	go to pit at once for consultation
	BLUE FLAG	going to slow, pull over, let faster traffic go by
	RED WHITE CROSS	ambulance needed on track
	WHITE FLAG	one lap to go
	CHECKERED FLAG	end of race or qualifying lap
	BLACK w YELLOW DOT	mechanical flag, go to pit for consultation

If there are only (3) three cars remaining/starting in a class, classes will be run together.
When no changes occur for (3) three laps a race can be called half way through.

POINTS (ALL CLASSES)

Points will be awarded to the registered car number as registered with MSCA. Points will remain with the registered number for duration of season. NO number swapping during race day.

Time Trial Points

The number of cars timing in will be multiplied by 2, descending by 2 for each subsequent car.

Example: 10 Cars timing in - Qualify 1st (fastest) will receive 20 points and the 10th car (slowest) - 2 points

A Dash Points

First	4	Third	2
Second	3	Fourth	1

A Heat Points

First	10	Fourth	4
Second	8	Fifth	2
Third	6	Sixth	1

B Heat Points

First	6	Third	2
Second	4	Fourth	1

C Heat Point

First	4	Third	2
Second	3	Fourth	1

A Main Points

(3) three points for each position gained

First	30	Sixth	10	Eleventh to End	1 point each
Second	25	Seventh	8		
Third	20	Eighth	6		
Fourth	16	Ninth	4		
Fifth	12	Tenth	2		

Any car not qualifying does not receive position gained points. Each class will receive two time laps.
"Lapped cars receive finishing points but no position gained points.

HOBBY CLASS RULES

- HOBBY CARS CANNOT MOVE BACK TO STREET CLASS, IN SAME YEAR, ONCE THEY HAVE CHOSEN TO REGISTER THEIR CAR IN HOBBY CLASS.
- Any Canadian or American built car or pickup (min 106.5 w.b.). No foreign cars, Station wagons, or convertibles. There will be no age limit on vehicles. Vehicles to remain full bodied. All combustibles, glass and loose chrome to be removed. Wheel openings may be radiuses. Floorboard must remain stock from firewall to behind driver and sheeted in with 20-gauge steel. uni-body cars must have stock floorboards from firewall to center of rear hump. Uni-body cars may join frame rails. Any body (Corp to Corp) may be run on any full frame chassis. Suspension pickup points may not be altered. Trailing arms may be lengthened or shortened, but must be of equal length. Modifications to allow for cambering of right front wheel allowed (e.g. Elongated holes on Fords) no lengthening or shortening of A-arms permitted. Frames to be a minimum of 4" from the ground.
- Flagman will black flag any car that is smoking at the beginning of a race, if driver does not obey flag a red will be thrown and car will be pulled off

- **EVERYTHING MUST REMAIN STOCK EXCEPT THE FOLLOWING:**

SUSPENSION

- Ballast must be behind front spindles, ahead of rear axel, no lower than frame.
- Weight jacking allowed. Minimum 3000 pounds with driver.
- Overload shocks are allowed. Pick-up points may be altered for shocks only. Racing shocks allowed.
- Springs may be altered but location must remain stock. Front and rear sway bar mounting may be altered.
- After market hubs allowed.
- Steel hub allowed.
- Pan hard bars are allowed and may be adjustable.
- Torque arms may be added.
- Rear sliders for leaf springs allowed.
- After market upper A-arms allowed, Upper A-arm and mounts may be altered.
- Adjustable proportioning valves allowed.

TIRE AND WHEELS

- Maximum 10" wheels, 50 series tires of M&S design. No winter treads (no snow flake). Siping and grooving allowed. Racing tires allowed.
- After market steel wheels on all (4) four corners. NO ALUMINUM WHEELS.
- Minimum $\frac{1}{2}$ " wheel stud. Larger stud than minimum requirement is allowed. Length may be increased.

ENGINES

- Engines not to exceed 350, Chevrolet, 351, Ford, 360, Chrysler/AMC, plus .060 overbore.
- All casting numbers must be on block, head, and crank.
- After market cam may be used. No mushroom or roller tappet cams. Roller rockers allowed.
- Fluid dampers optional.
- No aluminum Blocks.
- Aluminum Heads are allowed.
- Aluminum intakes allowed. Maximum 5" height spacer included (from top of valve cover rail to deck)
- Gear drives or belts allowed.
- After market, coils and module allowed.
- After market oil pans allowed.
- Headers allowed. 180 degree headers are allowed
- Single disc clutch only.
- No porting or polishing. Port matching within 1" of flanges allowed.
- Allowed to run a MSD type ignition, 6A 1 or equivalent, only one.
- #1 spark plug may not be set further back than center of upper ball joint unless stock.

- Oil cooler allowed.
- Must have one gallon catch can.
- No dry sumps allowed.
- Racing gas allowed.
- No dome pistons, (flattop only, two-valve relief acceptable).
- Transmission cooler lines must be shielded from driver. Stock fan may be removed and replaced with electric fan.
- After market air cleaners allowed. No stub stacking.
- Cowl induction allowed.
- Crank case ventilation system allowed.
- Exhaust system must be extended to a point behind the driver or out from underneath the car. Cannot be turned down onto the track surface.

FUEL SYSTEM

- One 4412 -1-2-3-4-5-6-7 and so on. **MAX 4BBL 750 cfm**, max 1" adapter plate between carb and manifold. Choke plates only can be removed or wired open
- Stock gas tank must be removed.
- Tank may be aluminum, racing fuel cell or outboard motor tank. Must have screw type cap, and vent hosepipe on the left side of tank. Vent hose must have 360-degree loop. Filler neck must not extend outside body lines. Must be passed by Tech. Tank not to exceed 16-gallon maximum.
- Tank must be fitted in trunk 18" in front of rear body between frame rails. Must be securely strapped down. A rear crash bar is **MANDATORY**, if unable to meet 18" rule.
- A shield (minimum 20-gauge steel) must be fitted between driver and fuel cell.
- No plastic or glass fuel filters or bowls. No electric fuel pumps.
- **NOTE:** For your own protection, M.S.C.A. recommends the use of an approved racing cell.
- When replacing the throttle cable, only use factory OEM replacement cables. Any car that had the firewall altered or the engine moved must use a solid mechanical linkage with a safety toe peg.

TRANSMISSIONS

- Any 2, 3, 4, or 5 speed OEM transmission. Must work in all gears.
- No special transmissions allowed.
- Automatics must have functional torque converter.
- Oil coolers for transmissions allowed.
- Drive shaft sling within 1/3 back from yoke and not more than 2" from bottom of the drive shaft. All drive shafts must be painted white.
- Standards must be covered with scatter shields. Bell housing and scatter shields not attached to engine must be attached to cage.
- No mini-disc clutches or aluminum flywheels.

REAR ENDS

- Quick Change Rear end allowed..

BODIES

- Any stock appearing passenger car bumper. Rear bumper only may be reinforced. Mud flaps **OPTIONAL**, if used must cover full width of car outside tire to outside tire. Maximum 6" from ground. Fastened securely not dragging **MANDATORY**.

- Front collapsible bumper allowed, not to be reinforced.
- No gas bumper shocks.
- Inner wheel wells may be removed. Interior must be gutted.
- Tunneling allowed on passenger side from center of hump to rocker panel.
- 6" spoiler allowed.
- Stock latching hood and trunk must be removed and replaced with minimum 2" pins front and rear. Must be securely fastened on all four corners. Must be reinforced with large steel washers around pinholes.
- Windshields may be left in. must have safety clips or straps. May replace with windshield safety glass (laminated safety glass) or Tech approved screen. Must fully protect driver. Drivers door net securely fastened on bottom, not flapping. **MANDATORY**. With release mechanism. Must be passed by Tech.
- Missing panels must be replaced or repaired by next race meet.
- After market bodies allowed.
- Stock steering column may be removed. Minimum 2" collapsible steering column installed.
- Tow chains or hooks **MANDATORY** on front and back of car.
- Body may be tunneled to install mufflers.
- After market brake system allowed.
- **MIRRORS** - A single 4" round mirror to be mounted inside left side, at door level to be allowed as a trial for 2018 - to be reviewed at the end of the season.

ROLL CAGE

- Bars must be securely welded to frame.
- **MINIMUM** 1 ½" (.095) i.d. schedule 40 .125 wall or equivalent strength seamless pipe.
- All bars within reach of the driver must be padded with minimum ½" thick foam.
- Front hoop not to extend past frame rails or grill of car and must remain behind front bumper. Triangulation allowed. Not to be used as "bumper" or to reinforce bumper.
- No galvanized pipe or drill steel.
- Four point roll cage **MANDATORY**. Four bars minimum on left side must extend into door. Three bars minimum on right side of drivers' compartment.
- Spacer bars **MANDATORY ON DRIVERS SIDE**. 1/8" plate - 4 gussets **MANDATORY** in top of cage.
- "Kit" cages allowed.
- Rub rails allowed. Must be flush with body of car, must be above center of hub and below top of rim, on left side. Ends must be turned in. Right side must be angled from front spindle to top of back rim. (see picture in back of rule book) Tires must not extend more than 1" past the body or rub rails must be added. Tires cannot be more than 1" past rub rails.

SEATS AND SEAT BELTS - SEE SAFETY RULES ALL CLASSES

ELECTRICAL SYSTEM

- Stock ignition switch must be disabled and replaced with push/pull switch and be clearly labeled and within drivers reach, to the right of the driver. A battery disconnect switch is recommended and is to be clearly marked.
- It is **MANDATORY** that absorbent foam rubber be placed in the lid of the battery box as an acid absorbent in the event of a roll over.

STREET STOCK RULES

- Any Canadian or American built car or pickup (min 106.5" wheelbase). No station wagons or convertibles. "T" roofs have to pass Tech and Safety inspections - "T" panels to be reinforced with 20-gauge steel. All combustibles, glass, loose chrome are to be removed. **EVERYTHING MUST REMAIN STOCK EXCEPT THE FOLLOWING:**

SUSPENSION

- Cambering of right front only, within stock length of the bolts to that car.
- Absolutely no triangulation or reinforcement of suspension mounting points. Front suspension of Dodges may be reinforced.
- No shocks that can be used as weight jacking devices. Stock appearing shocks only (i.e. 50/50 shocks).
- No alteration of front or rear sway bars or shock mounts (i.e. position or pre-load). OEM replacement is acceptable.
- After market suspension bushings allowed.

TIRES AND WHEELS

- Up to 60 series tire of summer or M&S design. No winter /snowflake marked tires. **Siping is allowed.**
- Racing tires are allowed, 60 series max or equivalent
- Maximum 8" rims. After market rims optional. No light weight racing rims. No aluminum rims. 14" or 15" tires.
- Stock right front rim must be reinforced. M S C A recommends right rear be reinforced if it is stock.
- Optional oversized tie-rod ends and drag link. Oversized wheel nuts and studs MANDATORY for Right front wheel only.
- Tires must stay inside of stock body line.
- Gas charged bumper shocks must be disabled.

ENGINE

CRATE ENGINE ALLOWED, (opt of using Cast Iron Vortex heads only)

- Optional skid plate from front of car to rear of transmission. Securely fastened.
- No aluminum blocks, or fly wheels. **Aluminum intake and headers ALLOWED.** Exhaust system must extend to a point behind the driver, or out from underneath the car and not to be turned down. Stock.
- Maximum 1" adapter plates. Maximum .500 cfm carb. NO Racing Carbs. After market air cleaners allowed.
- No high performance parts, only stock. No solid lifter cams. 4 valve relief pistons with flat tops only. No domed pistons.
Double bump heads allowed.
- Engines not to exceed 350 Chevy, 351 Ford, 360 Chrysler/AMC, plus .060 overbore.
- Chokes removed or wired.
- Electric fan in front.
- One (1) Gallon over-flow, must have catch can.
- After market valve cover allowed. Chrome parts allowed.
- All casting numbers must be on block, head, and crank. (All classes.)
- **Cast Iron Vortex Heads only.**
- Generation II engines are allowed to use Factory TBI intake modified to accommodate 2 barrel Carb by using an Adaptor plate between Carb & Intake. Can also use older cast iron manifold modified to fit gen II heads. Center bolts can be hogged out, after market washers & bushings allowed. Part # available from tech & exec.

FUEL SYSTEM

- Stock tank must be removed.
- Aviation gas allowed.
- Tank may be aluminum, racing fuel cell or outboard motor tank. Must have screw type cap, and vent hosepipe on the left side of tank. Vent hose must have 360-degree loop. Filler neck must not extend outside body lines. Must be passed by Tech. Tank not to exceed 16-gallon maximum.
- Tank must be mounted at least 18" in front of rear of body, in trunk. Must be securely fastened (to be passed by Tech). A rear crash bar is MANDATORY if unable to meet 18" rule.
- A shield (20-gauge minimum) must be securely fitted in between tank and driver.
- Electric Fuel Pump for Generation II Engines.
- Must have Hobbs (inertia) switch.

TRANSMISSION Any stock transmission Corp to Corp

- Scatter shields must be installed on all standard transmissions. Bell housings and scatter shields not attached to engine must be attached to cage.
- Cooler lines must be shielded from driver.

REAR ENDS

- Locked or welded rear ends allowed. Corp to Corp. Ratio may be changed. Cable to secure or chain to secure, must have non-adjustable rubber bushings.
- 9" Ford differential allowed.

BODIES

- Removal of front inner fender wells allowed. Only plastic wells must be removed.
- Holes may be cut in hood to accommodate larger air cleaners but must be sealed (No Ram Air induction allowed)
- Radius of wheel wells allowed.
- Stock latching of hood and trunk lid must be removed and replaced with minimum of 2 hood pins each. Must be securely fastened on all 4 corners. Large steel washers around pinholes are needed.
- Inside braces on hood and trunk may be cut.
- Windshield may be left in but must be securely fastened with safety clips or straps or chrome molding only on front, or may be replaced with windshield safety glass (laminated, tempered, safety glass) or Tech approved screen. Must fully protect the driver.
- Drivers door nets securely fastened on bottom, no flapping, **MANDATORY**.
- All sheet metal must remain on car with the exception of the drivers' door only, passengers door if all bars extend into it.
- Minimum 2" collapsible steering column may be installed.
- Rubber body mounts must remain stock.
- Una-bodies can join frame rails.
- Tow chains or hook **MANDATORY** on front and back of car.
- Missing panels must be replaced or repaired by next race day.
- Reinforcing of rear bumper only, allowed.
- Tunneling for mufflers allowed. Cutting of floorboards and installation of metal boxes allowed for muffler clearance. No cutting or removals of body cross members.
- All Door to be Welded or Bolted Shut.
- **NO MIRRORS**
- Aftermarket Skins Allowed

ROLL CAGE

- **MINIMUM** 4 point roll cage (see diagram). No galvanized pipe. Bars must be securely welded to frame. 1 1/2" (.095) schedule 40, .125 or equivalent strength seamless pipe.
- Approved racing seat to be properly installed. Approved by Tech.
- Seats to be lowered so drivers' helmet is below top of cage.
- Minimum three bars in drivers door. Panel to be removed.
- Spacer bars **MANDATORY** on drivers' door.
- Minimum two bars in passengers side.
- Two bars allowed to protect radiator, not to extend past grill, must remain behind front bumper. Front bars to have rounded corners.
- No triangulation allowed except to support main cage. 2 bars allowed (1 1/2" maximum) from rear main brace to tail end of frame for rear reinforcement only. May not be used to triangulate suspension-mounting points.
- All bars around driver must be padded. Minimum 1/2" thick foam.
- No grader blades, drill rod, or other tempered metals allowed on cars.
- Mud flap, either full width car outside tire to outside tire or 2 small flaps each to cover the tire, must be 6" from ground. Securely fastened not dragging, **OPTIONAL**.
- 1/8" plate on all butt welds on main cage. **MANDATORY** four (4) gussets in top main cage.

- Rub rails allowed (see diagram). Must be flush with body of car, straight on left side of car, from middle of front rim to the middle of the back rim. Angled on right side of car, going from spindle of front tire to top of the rim of the back tire. Ends must be turned in 1 ½" i.d. schedule 40.
- Kit cages are allowed.

SEATS AND SEAT BELTS - SEE SAFETY RULES ALL CLASSES

ELECTRICAL SYSTEM

- Stock ignition switch must be disabled and replaced with a push/pull switch and be clearly labeled, within the drivers reach on the right hand side of the driver. A battery disconnect switch is recommended and should be clearly marked.

BOMBER CLASS RULES **FOR 8 and 6 CYLINDER CLASS FRONT AND REAR WHEEL DRIVE**

- The intent of this class is to provide an inexpensive, uncomplicated, entry level of equal competition. Anyone who wishes to do more than what is permitted in these rules is more than welcome, in fact, encouraged to move to a more advanced class.
- Any car or ½-ton pick-up truck may be used, must remain stock!
- Drivers must have door reinforced with steel bar extending into rear door or quarter, or filled ¾ full with concrete. Sturdy bars must be installed from floor to roof and from side to side, directly behind drivers' seat. These bars must have minimum 6" X 6" X 1/8" steel plates welded to each end, or proper 4 point cage.
MINIMUM Pipe thickness .095
- All glass, except windshield, and all loose chrome must be removed. There must be a sturdy and secure bar or pipe in the center of the windshield opening. (Expanded metal may be used in place of windshield.)
- All upholstery, except dash (optional) must be removed. Inside the car and trunk must be free of all broken glass and other debris.
- **Fuel System** - stock tank to be removed - fuel cell or outboard boat tank must be mounted in the trunk, area must be sealed from drivers compartment with sheet metal use rivets NO sheet metal screws allowed! Tank must be mounted 18" minimum from rear bumper and between frame rails. Crash bar allowed. Cars with tank ahead of rear axle may remain. **PUMP GAS ONLY.**
- All fuel tanks must be passed by the Tech committee or the car will not race.
- Each pit must have a fully charged fire extinguisher in plain view. **PUT YOUR CAR NUMBER ON IT.**
- Drivers must wear fire retardant, long sleeve coveralls, or better driving suit recommended. These must remain free of flammable substances at all times. Fire Retardant Formula Recipe in safety rules pg 9
- All drivers must wear approved helmet, eye protection, and neck brace.
- Suspension must remain stock. Fenders may be cut for clearance.
- All doors must be welded or bolted shut.
- Cars must have window net on drivers' side. Securely fastened on bottom, able to open on the top.
- Batteries must be mounted in drivers' compartment in a marine type box or better. Securely fastened to the floor. On newer style bodies battery may be left in factory position providing it is well secured & Not located behind the grill. Must be approved by Tech.
- Cold Air Intake allowed.
- Must be equipped with minimum 5 point racing harness. Must be properly mounted.
- Stock bumpers only. No reinforcing.
- A drive shaft sling made of strap steel, or a chain, must be installed behind the front "U" joint within the front 1/3 of the drive shaft. Drive shaft must be painted white.
- One rad hoop is allowed, but must be no wider than the frame walls. Maximum 2" pipe. No braces allowed. Must not extend forward past original grill location.
- **No trailer hitches. No reinforced wheels except right front.**
- **Plastic nose and tail are allowed**

- Hood and trunk latches must be removed. Hood and trunk lids to be secured with minimum 2 pins on hood and 1 on trunk lid. 1 large washer for each pin used.
- **Must be an approved D.O.T. passenger tires.. Must have tread wear no. No Winter/Snowflake tires.**
- **No Racing Tires. Tires must stay inside fender wells**
- Struts may be reinforced.
- Exhaust must extend beyond the driver.
- Tow chains must be attached front and rear.
- Mudflats optional.
- No Mirrors.
- After market bushings allowed.
- Racing seats **MANDATORY!**
- After market, 8-inch rims allowed.
- $\frac{1}{2}$ -inch wheel studs optional.
- Cars with electric fuel pumps must have Hobbs switch.

THE BOMBER CLASS IS INTENDED TO BE AN INEXPENSIVE WAY TO INTRODUCE POTENTIAL DRIVERS TO RACING.

4 CYLINDER BOMBER / HORNET CLASS RULES

- Must be a 4 cylinder, North American model, stock production car. Must be available in North America.
- Maximum 155 horse power rating as originally advertised by the manufacturer
- No convertibles, four wheel drives, or rotary engines
- Must have complete stock body.
- **Cold Air Intake Allowed**
- Parts lost or destroyed during a race day must be replaced or repaired by next race day.
- No gutting of interior sheet metal. No bracing allowed outside the passenger compartment.
- All sharp edges, front and rear bumper covers must be strapped to body.
- Exhaust must exit from under the car, be equipped with a muffler, and meet 96-db track noise rule.
- All flammable interior items must be removed and except the dashboard, steering wheel and pedal assemblies must remain stock for year, make, and model of car.
- All glass except front windshield must be removed. Windshield must have centre strap.
- Any air bag or trunk insulation must be removed.
- Approved race seat is **Mandatory**.
- Single hoop roll bar recommended or a 1.5 or larger OD steel pipe with steel mounting plate's min 4/4 on each England bolted side to side behind the drivers' seat. In addition to a 1.5 OD steel upright with steel mountain plates on each end. Crossbar and upright must be welded together. Gussets recommended where pipes are welded together. Crossbar and upright to be welded or bolted to $\frac{1}{2}$ diameter grade 5 bolt and 4 square sandwich plate bolted to roof and floor pan.
- All welds to be of good quality and must be as complete as possible. No tack welds.
- Round pipe or tubing only. No square tubing.
- Battery : Same as newer style bodies for V6 cars.
- A full cage may also be used if TECH approves it.
- Before you build it check with TECH to be sure, you meet the safety requirements.
- All doors must be Welded or Bolted shut.
- Must have two drivers door reinforcement min 4" channel, bolted with min $\frac{1}{2}$ -diameter grade and large washers to the door and extending 6" ahead and 6" behind the door opening. Top channel must be mounted midway to the door. Lower channel to be mounted so as to protect the rocker/door still area.

- Channel must be mounted on the exterior of the door and each end must be cut at a 45-degree angle. Angled area must be capped with a steel plate welded to the channel.
- An approved window net, mounted with min 3/8 solid unthreaded steel rod (NO re-bar) must be used on drivers' door. Net must be latched at the top (roof) and open downwards. Window net mounts to be welded or bolted. No hose clamps or sheet metal screws to be used.
- Car horns, radio/speakers, and third (high mount) brake lights - Optional.
- Must have stock factory frame and suspension. No modifications to body/suspensions to allow for added caster/camber and adjustments beyond specs. No added bracing allowed. No clamps, adjusters, spacers, or chain allowed.
- **Tires Must be an approved D.O.T. passenger tires.. Must have tread wear no. No Winter/Snowflake tires. No Racing Tires All four Rims MUST be the same size. No bald spots or separating tires. No tire treatments or softeners allowed. Tire must NOT protrude beyond fender wells**
- Engine, top of engine to bottom of pan, must be stock for year, make, and model of car. If the engine needs to be replaced it must be replaced with the same engine as originally equipped. Any substitutions must be approved by TECH prior to installation. Maximum 155 horse power rating as originally advertised by the manufacturer. Engine must be equipped with an enclosed air cleaner/filter assembly.
- Cars equipped with a timing belt a 2" diameter hole must be cut in the timing belt cover to allow for cam gear inspection.
- Cars with a timing chain do not require a hole but the valve cover/timing cover must be removed for inspection when requested by TECH.
- No turbo or superchargers.
- Transmission must remain stock for year, make, and model of car.
- Tow chains front and rear mandatory.
- No mirrors.

GAS TANK

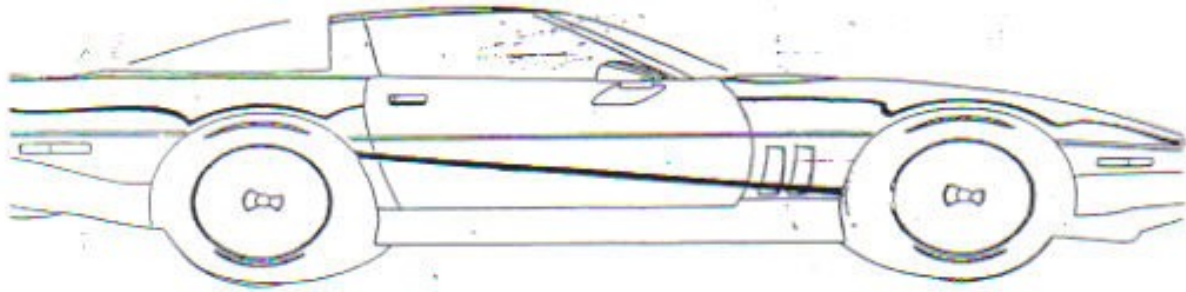
- If the stock tank is in front of the rear axle assembly, it may remain.
- If the stock tank is behind the rear axle assembly, it must be removed and mounted in the trunk/hatch area. A fuel cell or a metal boat tank may be used in place of the stock gas tank.
- Stock tank fuel cell, or boat tank must be enclosed in a metal box with a ground strap from the filler neck to the body if relocated to the trunk/hatch area. Tank must be securely fastened with two 1/8" by 1" wide metal straps. **A Crash Bar must be installed.**
- A full metal firewall must separate the trunk/hatch area from the passenger compartment if the gas tank has been relocated inside the vehicle
- Tech has Final say.

SUGGESTED SEAT BELT MOUNTING

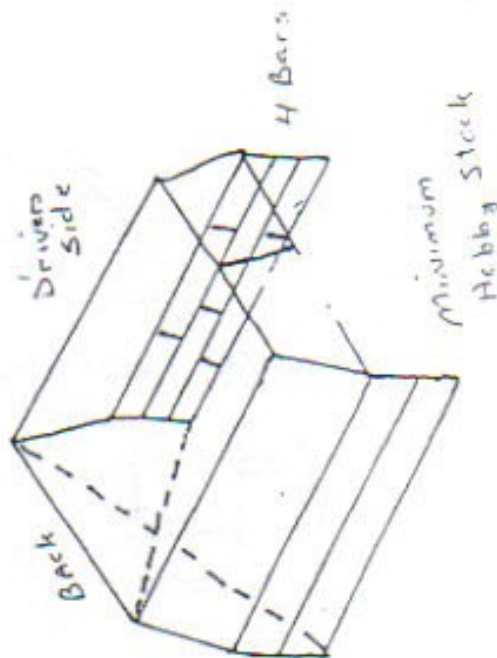
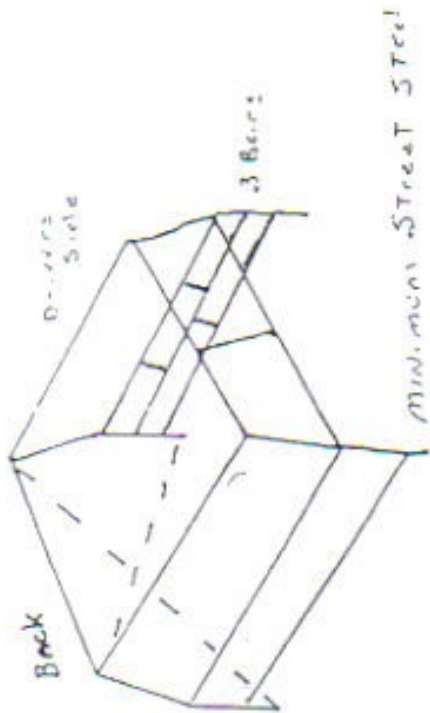
Drill holes through roll cage tubing for seat belt mounting. Bolt holes should only be made in tabs securely welded to roll cage. Alternately, solid head eyebolts may be welded directly to cage. INTENT: SEAT, SEAT BELTS AND MAIN CAGE SHOULD ALL MOVE TOGETHER IN CASE OF ACCIDENT. IF SEAT BELTS ARE MOUNTED WITH BOLTS, SAFETY (LOCKING) NUTS OR DOUBLE NUTS ARE REQUIRED.



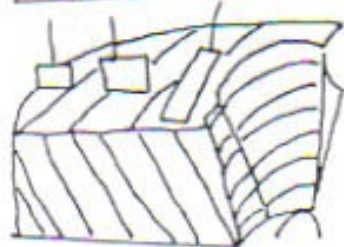
DRIVERS SIDE VIEW OF RUB RAIL
LEFT SIDE



PASSENGERS SIDE VIEW OF
RUB RAIL. (RIGHT SIDE)



Scatter shield



= 2" min.

2/3 of Hump Sheated in
Anything in Direct
Line to driver.

1/4" min. plate steel
Bar attaching it
to roll cage