



MCR

2011  
MIDWEST  
CLASSIC RACERS  
HANDBOOK

**MIDWEST CLASSIC RACERS** welcomes you to MCR Classic Modified Championship racing for the 2011 season, with a special welcome to the new competitors that are joining in with us for the first time. In order to make your participation in Classic Modified racing as enjoyable as possible MCR has put together this booklet. It explains our sport, our members, our structure, the tracks and events where we compete, basic guidelines to the "do's and don'ts" of your racing experience, and the rules of competition that govern MCR racing events.

MCR's primary goals are to provide participants with the ability to enjoy their hobby and to race on a regular basis in events that are fast, competitive, safe and affordable.

## **CLASSIC MODIFIED RACING**

Classic Modifieds (formerly known as Dwarf cars) are 5/8 scale (73" wheel base) models of vintage cars from 1928-1948. They have full steel roll cages and sheet metal bodies. Developing around 150hp, they are powered by 4 cylinder motorcycle engines up to 1250cc. They have full racing suspension and are capable of speeds well over 100 mph on the track.

Classic Modifieds started as a hobby called Dwarf cars in the early 80's on small dirt tracks near Phoenix. The original idea was to provide a fun hobby and economical racing for people who were just starting out or who could no longer afford to keep up with escalating costs of racing full size cars. This class had grown from coast to coast, into asphalt racing as well as dirt tracks, and competitors now number in the thousands. TeamUSA, a national sanctioning body, provides consolidated rules for regional and national events, and national points fund.

Classic Modifieds are rapidly growing to become one of the hottest classes in auto racing today. The reasons are simple:

- ★ Classic Modifieds have a look that appeals to a wide variety of fans. Their "vintage" look brings back the glory days of racing in the 40's and 50's, when open wheel hot rods were the stars of the show on Saturday nights. For the younger fans, their size and shape makes them fun to watch and cheer for.
- ★ Classic Modifieds use 4 cycle motorcycle engines. (Not the 2-cycle, "snowmobile" type) This brings a different interest level from outside the normal "auto" racing crowd. The sound of 4 cylinders at the full throttle and high rpm's has quite an appeal.
- ★ Classic Modifieds are fast racecars, not family go-karts. With new advances in suspension, Classic Modifieds are achieving speeds similar to the fastest full size cars. And open wheel-to-wheel racing always brings the crowd to their feet as the racers cross the finish line side-by-side.
- ★ Classic Modifieds are economical to operate. The costs to race a competitive full size car range from several hundred to thousands of dollars a week ! And that's if nothing gets broken ! Classic Modifieds on the other hand, cost less than \$25 per race for gas-station fuel and an oil change, making them the lowest cost-per-lap racing in motor sports today. In addition, a complete, race-ready Classic Modified cost less than half as much as the engine in a Late Model. Ask any racer of a full-size car who has driven a Classic Modified, and they will tell you the thrill and excitement can't be matched.

## OUR MEMBERS

MCR members come from a wide variety of backgrounds, and it is this variety that gives our association a friendly quality of competition. Salesmen, mechanics, shop keepers, construction workers, businessmen, factory workers, truck drivers; all have one thing in common in MCR, the FUN of Classic Modified racing. Some are driven by their love of close competition or the thrill of the points race: others by the enjoyment of weekly get-togethers with their friends. Still others are interested in the challenge of building their individual driving skills or working on their car, and watching their lap times and finishing positions improve. Whatever the individual motivations are, MCR's goals are to do what's best for the success of the organization, and to put on the best show for the paying fans.

## THE BUSINESS OF RACING

With the huge rise in popularity of NASCAR racing, more and more of the general public is becoming aware of racing. A major reason for this growth is the injection of vast sums of money from a growing number of major corporations to advertise their names and products in front of millions of new fans. Nationally, auto racing is now big-time business. Race fans spend lots of money to be entertained by a display of driving and mechanical skill, put on by the best professionals in the business.

At the local track level where MCR competes, racing is also a business endeavor, but on a smaller scale. Most short-track promoters are no different than any of us, trying to make a living from week to week, based on fan attendance numbers. Your hobby, racing is how they make a living. The promoter is competing with lots of other places for the sports fans to spend their leisure money. With the added variety of sports coverage on cable and satellite TV, competition for entertainment dollars is tougher than ever.

The fans, the promoter, and the racers have a win/win business relationship. The fans pay to be entertained by a racing show, the promoter pays the racers to put on the show, and the racers provide the entertainment and get to have fun racing their cars. Sometimes, competitors are confused, thinking just because they own a race and pay for their pit pass, that they have a "right" to race. Please remember that we are all here as guests and part of the "show", and that's what the fans are paying us for. This business relationship can become strained if the fans don't like the show and complain, or if the promoter can't justify the cost of the program. These days there are more and more new classes of racecars, and many find themselves with limited schedules or no tracks to race on at all. Promoters get calls every year from new classes looking for a place to race. Racing is a privilege, not a right.

MCR's ability to schedule race events at a variety of the most desirable racetracks is based on good car counts, high back gate (pit passes), and reasonable purse amounts. The promoters appreciate our organization and bookkeeping, and the fans love our good-looking cars and close, side-by-side racing. Promoters are attracted to classes that please the fans without costing an arm and a leg. MCR sign contracts with these promoters to provide a good, safe, and competitive show with a minimum of effort on administrative issues.

## STRUCTURE OF MCR, and MIDWEST CLASSIC RACERS, INC.

MCR is actually two organizations, MCR the members group, and MCR, Inc., the parent company. The MCR that you are a member of is a not-for-profit association administered by MCR, Inc. MCR, Inc. was formed as a private corporation to successfully build and maintain the important business relationships with track promoters. MCR, Inc. maintains proper bookkeeping for all transactions, performs all business and tax filling procedures, negotiates with track promoters for race dates and purse amounts, seeks out sponsorship, buys trophies, advertises and promotes Classic Modified racing, and provides direct distribution of funds to the drivers. Steve donates his time at no cost to the corporation in order to increase the financial return to the competitors. Since MCR, Inc. is engaged in business relationships in a serious sport, it must be run as a business for the long-term benefit and safety of the competitors. Procedures and guidelines are laid out. Rules are formed to make competition as fair as possible for the greatest number of participants. The locations of race events are made as fairly as possible considering the broad geographic spread of the members. This all means that a certain amount of regimentation must be employed, without being overly strict or technical. Judgment calls must be even-handed and handled without regard to identity of the competitor. While certain individuals may think that rules or regulations are not "fair" to them or their car, these systems were designed to benefit the long-term health of the whole group so everyone can enjoy the hobby aspect of our series. When you sign up to join MCR, and engage in racing events staged by MCR, you are agreeing to comply with the rules and regulations as set forth.

## THE RACETRACKS

MCR is privileged to have scheduled race events at many of the most desirable tracks in the Midwest. This is a listing of tracks and some basic information.

<b>Angola Speedway</b>	Fremont, Indiana	3/8-mile, high banked.
<b>Auto City Speedway</b>	Flint, Michigan	1/4-mile, semi banked.
<b>Dixie Speedway</b>	Birch Run, Michigan	1/4-mile, flat.
<b>Flat Rock Speedway</b>	Flat Rock, Michigan	1/4-mile, semi banked.
<b>Kalamazoo Speedway</b>	Kalamazoo, Michigan	3/8-mile, high banked.
<b>M-40 Speedway</b>	Jones, Michigan	3/8-mile, high banked.
<b>New Paris Speedway</b>	New Paris, Indiana (Elkhart)	1/4-mile, semi banked.
<b>Owosso, Speedway</b>	Owosso, Michigan	3/8-mile, high banked.
<b>Shady Bowl Speedway</b>	DeGraff, Ohio	3/10-mile, semi banked.
<b>Spartan, Speedway</b>	Mason (Lansing), Michigan	1/4-mile, semi banked.
<b>Springport Motor Sp.</b>	Springport, Michigan	3/8-mile, high banked.
<b>Toledo Speedway</b>	Toledo, Ohio	1/4-mile, flat.

## BASIC Do's and Don'ts

Here are some guideline to follow to help make relationships with MCR,, the tracks, and the other racers the most enjoyable.

**Do:** Please read your 2011 MCR Handbook and rules from cover to cover. Many topics are covered regarding the rules, regulations, and proper behavior expected from competitors, crew, and family at the track.

**Do:** Try to show up at the tracks early when you can. This gives MCR and the promoter a better idea on car count and how to schedule the evenings' events. This also gives you a chance at a better pit space. Late comers sometimes find themselves with limited space to park. If you are going to be late, let someone know in advance if possible, so you can be counted on.

**Do:** Try to keep your car, hauler, and trailer in decent, clean condition. This makes a much better looking show to the fans, and makes us look good to the promoter and other competitors in the pits.

**Do:** Keep profanity and rough language to a minimum when in the presence of mixed company or children in the pits or stands. Track promoters are pushing for the "family" image to grow the number of fans in the grandstands and they want our help. They like the image that MCR brings to their fans. Let's all do our part to help them.

**Do:** Report to MCR headquarters upon your arrival at the track to sign in and receive and preliminary information about the event. Keep yourself posted about times for driver's meetings, hot laps, qualifying, etc. Normally an air horn will sound when it's time for driver's meeting or on track appearance.

**Do:** Please use the Member Comment Form to communicate items of interest, suggestions, or complaints to MCR. MCR welcomes input on issues affecting the group as a whole. Communicating your suggestions in writing allows MCR officials to give thoughtful consideration to the issue while away from the hubbub at the track. You will receive an answer to you comments.

**Do:** Go over to the grandstands between race events to mingle with the crowd. The kids love to talk to anyone in a driver's suit. Make sure to bring a pen, so you can sign their programs. You'll be their hero. It's great PR and the promoter and fans love it.

**Do:** Bring your rulebook with you to every event. It is your license to race and must be signed as a receipt for the fee.

**Don't:** Leave a mess around your pit space when you exit the track. Promoters are understandably upset about cleaning up after "pigs". We all want to be invited back again, so offenders may be fined.

**Don't:** Use the driver's meeting as a forum to air problems or your complaints. Member Comment Forms have been provided as a means to address your concerns, and you are expected to use that system. Most of the MCR participants have come to the track to race and have a good time, not to get involved in bitching, bickering, and discord. Disruption at an event will not be tolerated for any reason. If you have comments, positive or negative put them in writing.

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## **MIDWEST CLASSIC RACERS 2011 OFFICIAL RULEBOOK**

These rules and regulations are designed to provide for the orderly conduct of racing events and to establish the minimum acceptable requirements for such events. These rules shall govern the condition of all events and by participating in these events, all participants are deemed to have accepted and complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND REGULATIONS.** They are intended solely as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

An Advisory Committee to Midwest Classic Racers, Inc. (MCR) shall be formed and empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that, in the committees opinion, do not alter the minimum acceptable requirements. (A minimum of three (3) committee members is required to make decision for deviation). **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY RESULT FROM SUCH DEVIATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of MCR, Inc. and the decision is final

**MOTOR RACING IS A DANGEROUS SPORT AND MAY RESULT IN INJURY, BODILY HARM, OR DEATH.**

### **COMPETITOR LICENSES AND REGISTRATION**

- A. All cars must be registered for Competition. \$100.00 annual registration dues.
- B. An association dues of \$20.00 per race will be paid prior to competing.
- C. MCR competition license is contained in the back of this booklet and will be validated upon payment of registration dues. License must be presented at each race event when paying maintenance dues.
- D. A license can only be used by the registered driver. Any registered driver who allows any person to use or attempt to use his license shall be subject to disciplinary action.

## **DRIVER REGULATIONS**

- A. All drivers must be minimum of sixteen (16) years of age. (Fifteen (15) years of age if allowed by track with signed waiver by parent or guardian).
- B. All rookie drivers will be required to carry yellow rookie streamers on their car at rear window. Rookie driver is defined as one of the following: no racing experience; limited racing experience in other classes; experienced racer with little or no seat time in a Classic Modified. MCR will make final determination of rookie status. Rookie status will remain for standard minimum of 3 races, but that number may be increased or reduced by MCR. All drivers with rookie status are required to start at back of heats and features. In case of multiple rookie cars, starting position will be at back of field, based on qualifying times, or points. Competition for Rookie of the Year will be divided into Experienced and True Rookies.

## **REGISTERED CAR NUMBERS**

- A. MCR will register car numbers giving numbers giving priority to previously registered cars

## **LICENSE REGULATION**

- A. Any injured or suspended driver shall not participate in any event without approval of MCR.
- B. Any injured driver will be required to submit to physician's examination whenever requested by MCR or MCR or safety or track official..

## **GENERAL REGULATIONS**

NOTE: Standardized disciplinary actions/penalties for violations are listed at end of General Regulations.

- A. No intoxicating spirits or controlled substances are to be consumed before or during race events by anyone entering the pit area to crew or drive a race car.
- B. MCR reserves the right to reject or allow entry of any driver or car.
- C. Abuse or confrontation of any racetrack or MCR official and/or use of abusive language is strictly prohibited. FAILURE TO ABIDE BY THIS RULE MAY RESULT IN SUSPENSION, LOSS OF POINTS, WINNINGS, RECORDS, AND/OR CASH FINE.
- D. Any disputes involving qualifying times, winnings, points, or rules interpretations are to be made by registered car owners or drivers only. Any disputes or discussions of this nature are to be held with MCR Advisory Committee members only. Any member or guest involving track owner/promoter, tech, track, or safety official in any dispute will subject car and driver to risk of suspension, loss of points, winnings, records, and/or cash fine from MCR.
- E. The driver assumes responsibilities for the actions of their pit crew and guests.
- F. Drivers, owners, guests, or crew shall have no claims or actions of any kind against or cause of action for damages of any kind, expenses, or otherwise against MCR, Inc., any track owner, promoter, or official by reason of disqualification or damage to either car, driver, or both. This regulation shall be deemed a covenant not to sue made by each driver, owner, guest, or crew member to MCR, any track owner, promoter, or official with respect to any alleged act or omission or agreement by any of them.
- G. Any car may be inspected by MCR or track officials at any time for safety, mechanical, or rules compliance.

- H. Fighting or combative behavior in pits or on track premises at any time is prohibited and subject to suspension and/or fine from MCR or track. This includes actions of driver, owner, or any crew or guests. Anyone leaving their own pit space to confront another driver or crew member will subject their own car and driver to risk of immediate suspension and fine.
- I. There will be no dumping of any petroleum products or tires at any track. Most tracks provide containers for used oil and do not accept tires. Violation of this rule can result in suspension from MCR. This rule covers also general courtesy of not littering. MCR members are encouraged to clean up the litter in their pit space before leaving the track.
- J. There will be no stopping on the racetrack to contest any official's decision. Anyone stopping could be disqualified from the race. Offenses may result in suspension from MCR.
- K. No car may enter any racing event without passing complete technical and safety inspection. Cars passing complete inspection will be marked with MCR designation. Random inspections can also occur at any time or any track without notice.
- L. Professional conduct is expected from all competitors, crew, and guest at all times at racing events. Participants should behave in a fashion that reflects favorably on MCR as an organized motorsports class association. Disruption and counterproductive behavior will not be tolerated from any driver, owner, crew member, or guests. Failure to adhere to this philosophy can result in fines or suspension for the car, driver, and/or other members.
- M. Solicitation of commercial business from members of MCR will not be allowed at racing events unless the solicitor is a paid sponsor of MCR. Members should do their best to support MCR by discouraging this practice
- N. It is requested that individual or private company sponsorships for any scheduled MCR events be directed thru MCR only and not directly with any track promoter.

**STANDARDIZED DISCIPLINARY ACTIONS/PENALTIES**

Disciplinary actions and penalties have been established for various infractions of the MCR rules and regulations. If there is an issue of "who did what to whom". It may be determined by the Advisory Committee if necessary. Fines will be directly into the MCR points fund. Note that these are MINIMUM penalties and the MCR Advisory Committee is empowered to choose the level of penalty depending upon severity of circumstances.

BEHAVIOR	1 <sup>st</sup> TIME	2 <sup>nd</sup> TIME	3 <sup>rd</sup> TIME
1. On Track misbehavior	Warning	\$100.00	\$200.00
2. Confronting Officials	Warning	\$100.00	\$200.00
3. Fighting	\$100.00 +Poss. Suspension	\$200.00 + 2Wks-\$-Pts.	Expulsion
4. Alcohol (crew)	\$50.00	\$200.00	Expulsion
5. Aggressive incident	Warning	\$50.00	\$100.00 + 1Wk.
6. Car misuse in pits	Warning	\$50.00	\$100.00
7. Obscene gestures	\$100.00	\$200.00 + 1 Wk.	Expulsion
8. Littering the pits	\$50.00	\$100.00	Expulsion

## **GENERAL RACING PROCEDURES**

- A. Any eligible, registered driver may drive a registered, qualified car. An eligible driver may transfer to a second qualified car, but must start at the rear of the field.
- B. Starting position will generally be determined by the qualifying times, with the field inversion determined by toss of the dice.
- C. Driver must compete in at least one preliminary event (practice hot laps, qualifying, or heat race) to be eligible to enter feature. MCR has the right to waive this rule under some circumstances.
- D. When time does not allow for qualifying times, starting position may be determined by random draw or by season points with standard inversion Procedure.
- E. All drivers must be ready to compete in the event, for which they are scheduled. Any driver not ready to compete when called may be sent to the rear of the race, or eliminated from that race at the discretion of the officials.
- F. Race may be started at starter's discretion once drivers have been notified to be ready. Disposition of cars not in proper position is entirely at the discretion of the track officials.
- G. In the event of a mishap on the track and a caution, cars will line up according to their position at the end of the last complete lap. Cars involved in a mishap will go to the rear of the field for the restart. Cars not taking position as directed by track official may be subject to disciplinary action from track or MCR.  
Track position decision is left to track officials and is final.
- H. Issue of rain checks or return of entry/pit fees will be left to track owner/promoter. MCR will use it's best effort to negotiate for member's benefit.
- I. Drivers shall receive all race winnings payable unless other arrangements have been made. Any monies not collected will be paid at the next scheduled racing event or mailed from MCR in the form of a check. Driver money will be paid and reported on a 1099 basis for the year.
- J. The Top 5 qualifying cars at each racing event will be exempt from the 1/4 second rule. Qualifiers in positions 6 on back, regardless of track position, may not run 2 consecutive laps more than .25 seconds faster than their qualifying time or risk being black flagged. Competitors who believe their qualifying times are slower than normal, may elect to scratch their qualifying times and start at the back of heats and features to avoid this penalty. MCR will select into which heats and/ or features to place the competitor.
- K. The winner of a feature event will automatically start in 10<sup>th</sup> place or behind the inversion if the roll is 10 or higher, at the next MCR event.

## **PROTEST, COMMENTS, OR COMPLAINTS**

- 1. Only protest for alleged violations or infractions of rules, regulations, or specifications as covered in MCR rules are allowed. Protest must be files with MCR official within 15 minutes of post-race inspection.
- 2. The scoring, starting, or finishing position in any race IS NOT subject to protest.

3. Protests of any nature must be accomplished by a cash bond of not less than \$200.00 and be within the specified time period.
4. If filing a protest not pertaining to a particular race, the protest must be in writing to MCR and be accompanied by the \$200.00 in cash or good check made out to MCR.
5. Any person against whom a protest has been lodged shall have the right to file answers to the charges.
6. Decisions by MCR, Inc. concerning the outcomes of protest will be final.
7. MCR reserves the right to confiscate any part and/or equipment illegally used or found during any inspection. Refusal to turn over the illegal part may result in suspension for the remainder of the season and loss of all points accumulated for the season.
8. If the protest requires disassembly of the engine (i.e. removal of the cylinder head), the \$200.00 will be returned to the protester if the engine is found illegal. If the engine is legal, the \$200.00 will be paid to the owner of the car requiring engine disassembly. If no engine disassembly is necessary, the \$200.00 will be placed into the MCR points fund, or returned to the protester if valid.
9. Comments, positive or negative, regarding MCR procedures, rules or actions will be accepted In writing for consideration by MCR. Written comments **only** will be given serious consideration. All written comments must be signed.

### SEASON POINTS AWARDS CALCULATIONS

Points will be awarded to each competitor for each racing event based upon finishing position and attendance. Final season points standings will be calculated as the sum of all MCR weekly events completed.

<b>POINTS AWARDS</b>			
Race Finish	Points Award	Qualifying	Points Award
1	28	1	5
2	27	2	4
3	26	3	3
4	25	4	2
5	24	5	1
6	23		
7	22		
8	21		
9	20		
10	19		
11	18		
12	17		
13	16		
14-last	15		

  

Heat Races	
Race Finish	Points Award
1	4
2	3
3	2
4	1

All cars starting B feature = 15 pts.  
Cars paid fee but not run feature = 10 pts.

ANY RULES OR REGULATIONS NOT COVERED IN THIS BOOKLET WILL BE DETERMINED ON A TIMELY BASIS BY MCR, INC. AND THE DECISION IS FINAL.

# MIDWEST CLASSIC RACERS CLASSIC MODIFIED RACING ASSOCIATION SPECIFICATIONS 2011

These rules have been developed to allow a Varsity of Classic Modifieds to come together for the purpose of fun racing and fair competition.

## 1. **BODY STYLES**

1928-1948 American production vehicles only. Two-door sedans, coupes, or pickup trucks only.

## 2. **BODY REQUIREMENTS AND SPECIFICATIONS**

- A. Body must be 5/8 scale, stock appearing, and 73-inch wheelbase. Maximum width 60". Must roll through 61" opening.
1. Must have grill shell or simulated open radiator matching original body style, and material.
  2. Doors, windows, and cowlings must retain stock appearance. Hood louvers allowed for cooling, but must maintain stock contours.
  3. Engine compartment must conform to scale and match contour of body.
  4. Must have trunk lid or trunk access panel conforming to original bodylines.
  5. No fenders, wings, or spoilers.
  6. Body must have rear window opening with unobstructed view into cockpit from rear of car, minimum 60in<sup>2</sup>.
- B. Body will be metal construction, 26 gauge steel or .040" aluminum minimum. Fiberglass or plastic grill shells allowed. All exposed edges must be folded or trimmed over.
- C. No open top cars (roadsters, convertibles).
- D. Dimensions
1. All cars will measure between 40" and 48" at highest point of top to ground, with no more than 10 degree slope. Body height maximum 40", bottom edge to top (including frame rail). Maximum outside tire width 60"
  2. Maximum body width: 38 inches.
  3. Body contour must be formed by frame and roll cage. No body standoffs allowed.
  4. Frame ride height must not let car bottom out to track.
- E. Drivers door must be operational and equipped with secure latch.
- F. Fasteners on hood, trunk, or panels must be positive, locking type.
- G. Weight
1. All cars will weigh minimum 1240 lbs. With driver, after race. 75 lb weight allowance for any legal 2-valve motor (conforming to other rules) or stock 750cc engine. Empty car weight, minimum 950 lbs. (No ballast, no fuel)
  2. Added weight must be painted white and be marked with car number. Weight mounted to frame rails must use two 7/16" bolts and double nuts. All bolted weight must be within perimeter of frame rails.
  3. Maximum left side weight 55% (with driver)

- H. Bumpers
  1. Material will be DOM tubing only, maximum diameter 1" maximum wall thickness .095 .
  2. All bumpers will have closed loop outside ends.
  3. Front maximum width 30", maximum height 8". May not be more than 6" forward of front tires.
  4. Rear Maximum width 50", maximum height 8". May not extend more than 6" behind rear body panels.
- I. Firewall must be metal and must completely separated engine compartment from cockpit. Engine protruding into cockpit must be enclosed.
- J. Lexan Windshields Mandatory. **NO WIRE MESH.**
- K. Dashboard must be metal. Should have push/pull electrical switch on extreme right hand side, or master electrical switch clearly located and marked. Other switches must be toggle type.
- L. Nerf Bars
 

Full length nerf bars DOM tubing only, maximum diameter 1" maximum wall thickness .095 .
- M. Seat must be high-backed aluminum, racing type. All cars will have a permanent bar located behind top of seat at shoulder level. Bottom of seat will not be more than 63" back measured from upper ball joint. Top of seat may be tilted back for added head clearance; however no portion of the seat may be back more than 68" as measured above.
- N. Numbers and graphics
  1. Car number must be a minimum of 12" in height and 2" stroke. Must be displayed on each door and roof or trunk. No roman numerals.
  2. The year and make of body style should be displayed in 1-1/2" letters.
  3. Car should display engine model and displacement.
  4. For ease of lineups in the pits. It is requested that cars have 3" numbers near front and rear windows.

### 3. **WHEELS AND TIRES**

- A. Steel wheels only, minimum wall thickness .090" 13" only. Wheel width maximum 8". **NO BEAD LOCKS.**
- B. Tires, 13" American Racer (MCR Plated)  
ALL TIRES MUST MEET MCR'S APPROVAL.  
 Tires may not be chemically or physically altered inside or out.

### 4. **ENGINE SPECIFICATIONS**

- A. Four cycle motorcycle engines only, regular production (500+units), four cylinder maximum.
- B. Displacement maximum; 1250cc (+1%) Air cooled engines. No re sleeving allowed on engines 1984 or newer that would allow modifications other than as follows: water-cooled engines of any brand (except 750cc) are limited to 2mm over stock bore. Specification for that make, model and year (1150cc) oil cooled engines are limited to 3mm over stock bore specifications for that make, model and year. (1225cc) **(NO ANTIFREEZE ALLOWED)**
- C. Must have working transmission, clutch, and starter with all parts in place.
- D. Charging system optional.
- E. No auxillary starters.
- F. Engines must be front mounted in engine compartment.
- G. Engine setback: The "square of the engine" (rear fins of the jugs) may not extend rearward more than 17 inches from center of the front axle. No part of the engine/transmission may extend more than 21 inches from center of front axle.

- H. No fuel injection except factory OEM for that specific engine, and engine must remain stock.
- I. Engine must be cooled by original intent. May use extra fan or oil cooler. Engine lubrication open.
- J. Carburetors are subject to claim. See claim rule paragraph 14.
- K. No aftermarket cylinder heads. No porting or polishing. Port matching limited to 3/16" into cylinder head. Parting line must be visible upon inspection.
- L. Engine exhaust must be installed to not detract from stock appearing hood. Mufflers mandatory. Exhaust must conform to local decibel rulings.
- M. Engine is subject to claim rule. See claim rule section.
- N. Cams open.
- O. Compression maximum 225psi. average of all cylinders, with carburetors removed.
- P. All engines are limited to stock stroke length for that year and model.
- Q. All Non-Fuel injection engines can run carburetors of choice.  
(After market carburetors OK)

## 5. BATTERY, FUEL SYSTEM

- A. Battery and fuel pump must be mounted outside driver compartment. Battery must be secure and held with non-rubber strap. Electric fuel pump allowed. Car should have master electrical switch clearly located and marked.
- B. Fuel cell mandatory, maximum 5 gallons, located in trunk.
- C. Fuel cell cap should be marked with car number

## 6. DRIVE TRAIN

- A. Must use steel drive shaft from transmission to automotive rear end. Minimum 2.50" X .083" tubing highly recommended.
- B. Drive shaft must be painted white or Day-Glo orange.
- C. Drive shaft tunnel must have minimum of 2 (3 recommended) 360 degree hoops between firewall and seat back. Must be fabricated of minimum 3/16" X 1-1/2" steel bar. 1.25" X .095" steel tube highly recommended.
- D. No traction control devices allowed.

## 7. FRAME AND ROLL CAGE

- A. Main frame members will be minimum of 1" X 2" X .120" wall rectangular steel tubing. No aluminum allowed in frame or cage.
- B. Main frames will have a minimum of 3 cross members fabricated of same materials as frame rails. Alternate material may be steel angle, min. 1/8" X 1 1/2" X 2". Cross-bracing in floor under driver strongly recommended.
- C. Roll cage must be mild steel tubing minimum 1" X .065" wall. 1.25" or 1.50" X .095" highly recommended. Cross-brace or diagonal strongly recommended in hoop over driver's head.
- D. Rear doorpost must be minimum 1" X 2" X .120" rectangular steel or structural equivalent. All doorposts must have 1/8" shear plates at frame if cage bars open with door.

- E. All cars must have cage bars installed across door openings on both sides. Bars should be welded in place as part of roll cage. Minimum Size 1" X .065".(1.25" X .095" recommended). Cars with bars mounted on doors should have full doorframe and minimum of 2 horizontal crossbars. Minimum 3/4" X .065". Cars with bars mounted on doors must have 1/4" X 2" steel stops welded in on each side opening, totaling a minimum of 4" on each side of door.
- F. It is required to have a steel bar 1" X .083" minimum from door post to door post, under the dash. Steel plate on driver's door bars recommended.
- G. It is recommended that, if using rivets, body panels attach to tabs welded onto cage instead of drilling multiple holes in cage bars.
- H. No offset allowed in chassis. Frame must be symmetrical side to side.

## 8. SUSPENSION

- A. Front suspension must not extend rearward past the most forward panel of the firewall. May be hidden under frame rail, out of view from either side.
- B. Rear trailing arms located outside body must be not lower than frame rails and may not extend forward past rear doorpost. Arms located inside are not limited in length or design. Torque absorbing devices allowed.
- C. Wheel offsets are allowed.
- D. Hub offsets are not allowed.
- E. Coil-over shocks are the only allowable means of supporting the chassis. One shock and spring per wheel only.
- F. No driver shall have the ability to adjust suspension from inside car.
- G. No titanium suspension parts allowed.
- H. No birdcage type rear linkage.
  - I. No straight axles, leaf springs, or torsion bars.
  - J. Anti-roll (sway) bars permitted, front or rear.

## 9. STEERING

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

## 10. BRAKES

- A. Four wheel brakes mandatory. Four rotors and four calipers.
- B. Adjustable brake bias allowed.
- C. No aluminum rotors.
- D. Competition-type master cylinders allowed.
- E. Aftermarket calipers allowed. Wilwood Dynalite single or equivalent.
- F. No exotic brake systems, (recirculating, floaters, etc.)

## 11. SAFETY EQUIPMENT

- A. Each car will carry a fully charged fire extinguisher, mounted within easy access of the driver. Fire bottle system HIGHLY recommended.

- B. Driver uniform will consist of :
- ★ Firesuit (single-layer-minimum) & Fireproof Underwear.
  - ★ Fireproof gloves (Racing Gloves Only)
  - ★ Fireproof shoes (Racing Shoes Only)
  - ★ Approved helmet with Snell 2002 or higher.
  - ★ Neck collar mandatory
  - ★ **(HEAD RESTRAINT STRONGLY RECOMMENDED)**
  - ★ Window nets (**LEFT AND RIGHT**) or Arm restraints mandatory.
- C. Car must be equipped with 5-point safety harness, no more than 5 years old, with minimum of 3 inch belts, and pass visual inspection. Belts older than 5 years must be replaced or sent to manufacturer for re-certification.
- D. Aluminum, highly-backed racing seat mandatory.
- E. **RACEceiver required.**
12. **No mirrors allowed in or on car for any reason.**

## **MIDWEST CLASSIC RACERS ENGINE CLAIM RULE/PROCEDURES**

1. Participants in all racing events must be paid members of MCR. Car registration must include owner, car number, and engine serial number.
2. The Association will check the engine serial numbers of participating cars during the normal tech procedures.
3. Cars having changed engines will be required to notify the Association in advance of participating in any racing event to register the new engine.
4. If the serial number of the car engine does not match the registered number and the Association has not been notified in advance of th change, the car will not be allowed to compete in that event OR having competed will lose all points, winnings, and records for that event.
- 4a. The serial number of an engine may not be altered or changed in any fashion. Any existing engine with ground-off or altered serial numbers must be reported to MCR one week in advance of entering competition.
5. The engines of the top three-(3) finishers in a feature event are subject to being claimed under the following conditions:
  - a) Owners of cars registered in Association will be eligible to claim an engine.
  - b) An owner may claim only on (1) engine per racing season.
  - c) The registered car making the claim must finish on the lead lap in the feature event.
  - d) MCR has the right to claim any engine at any time, regardless of finishing position of claimed car, and MCR's claim shall have priority over any others. MCR shall also have the right to avoid any claims being made.
  - e) Claim must be made in person directly to the MCR Tech official within 15 minutes after end of feature race. Check or cash in the amount of \$2,500 must be presented to MCR official at the time the claim is made.
  - f) Top three (3) finishers are not eligible to make claims.
  - g) **THE CLAIM MAY NOT BE USED AS A FORM OF RETALIATION.**
6. An engine to be claimed will consist of the entire basic engine with no internal parts removed, all covers, starter, stock ignition system on that engine. Also to be included (if equipped) are the electrical charging system, water pump, oil pump, stock hydraulic clutch slave cylinder and actuating rod.

7. Engine components exempted from claim are as follows: after market ignition (i.e.MSD) that does not replace stock ignition, exhaust headers and muffler, carburetors, drive shaft adapter flange, any hydraulic or mechanical speciality clutch linkage, brackets and hardware, throttle linkage, air ducting for cooling or carburetors (airbox), radiators, cooling lines, non-stock oil coolers and lines.
8. The engine being claimed will be removed immediately from the car prior to leaving the track, unless other arrangements, agreeable by the claimant and MCR, are established. Under no circumstances will the engine's owner alter, damage, substitute, or disable the engine or any of it's claim able components prior to surrendering to the claimant.
9. If two or more owners wish to claim a particular engine, the first one to properly confirm their claim with payment within the specified time period shall have the right to the claim.
10. If the owner of an engine refuses to allow the claim, the following sanctions will be in effect:
  - a) The car will be disqualified from that event and driver will lose all points, winnings, and records for that event.
  - b) The car and driver will not be allowed to compete in the next scheduled event.
  - c) That engine will not be allowed to compete in any future Association events.
11. Payment to be in cash or good check or money order and MCR will immediately deliver claimants check to claimee if claim goes thru. Payment with invalid check will be cause for suspension of claimant's membership in the Association for the remainder of the season.
12. Compensation for a claimed engine will be several options. Twenty-five hundred dollars (\$2500.00) for an outright claim, or alternatively, one thousand dollars (\$1000.00) and exchange for the claimant's engine. This will be at the claimee's option. These amounts (\$1,000 or \$2,500) include all labor necessary to remove and deliver the engine to the claimant.
13. Illegal engines: if it is determined that a claim engine is not legal to compete in Association events, the claimant must notify the association immediately prior to racing with the engine. Upon verification of the illegality of the engine, the claimant then has several options:
  - a) Nullify the claim, return the engine(s) to the original owner(s), and have the compensation returned.
  - b) Sell the engine outside the Association, keeping any profit, and replace the engine with a legal one of the claimant's choice.
  - c) If the original owner refuses to allow the claim to be nullified, the Association may, at its option, purchase the engine from the claimant for \$2500. The Association may then sell the engine, placing any profits into the point's fund. The Association will also nullify any season points accumulated by the engines original owner for events utilizing that particular engine. MCR will also consider suspension of the original owner's car for the remainder of the season.
14. Carburetor set may be claimed from any car and by car finishing on the lead lap of a feature event. Claim must be made within 15 minutes following the end of the feature event and must be made directly to MCR Tech and be accompanied by cash or good check. Total compensation, including removal labor, is \$650.00 cash or

good check, or at the claimee's option, \$100.00 and an exchange for the claimer's carburetor set. Air cleaners, air box, throttle and/or choke cable are excluded from the claim. Carburetor claims are limited to one per registered car owner per season. MCR has the right to claim any carburetor set at any time. Refusal to allow a claim will subject car owner to same sanctions as paragraph 10 of engine claim.

15. These claim rules are intended for one purpose only. They are a strong deterrent to domination in a small group when only a few have an abundance of talent or budget. They are not intended to be an easy source for engines or carburetors. MCR reserves the right to void any claims, for any reason.

16. Out of town visiting cars are exempted from engine/carb claim for one race event only.

## MCR 2011 COMPETITION LICENSE

Issued to: \_\_\_\_\_ Car # \_\_\_\_\_

### Event Participation Log

Event #	A.M. Fee Pd	MCR	Event #	A.M. Fee Pd	MCR
1			13		
2			14		
3			15		
4			16		
5			17		
6			18		
7			19		
8			20		
9			21		
10			22		
11			23		
12			24		