



2019 Hoosier Tire Mid Atlantic Series Rules and Regulations

RULE BOOK DISCLAIMER

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

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

The Management of the Mid Atlantic Modifieds

The following acronyms may be used throughout this document.

1. MAM – Mid-Atlantic Modifieds.
2. RF – Right Front
3. RR – Right Rear
4. LR – Left Rear
5. LF – Left Front

General Rules

1. Mid-Atlantic Modified (MAM) rules will apply at ALL MAM sanctioned events.
2. MAM officials will have full authority over race cars running the MAM sanctioned event.
3. At the discretion of the MAM and/or race track officials in charge, any competitor may be disqualified, penalized, suspended, or placed on probation for rules violations, hazardous equipment, disorderly conduct on or off the racing surface.
 - a. The actions of a pit crew will reflect upon the driver they represent. Ex a pit crew member enters another teams pit area and assaults someone. Then the driver of the pit crew would be subject to any penalties.
 - b. The punitive action includes, but not limited to any and/or all or a combination thereof: probation, suspension, fines, loss of any and/or all points, loss of any and/or all purse/prize money; which shall be determined by the MAM.
4. All MAM vehicles are subject to inspection by an MAM official at any time. Approval of the MAM participant's race vehicles; or other equipment; by a MAM official inspector shall mean only that the vehicle is approved for participation in a competitive event; and

shall not be construed in any way to mean, or imply that the inspected MAM vehicle is guaranteed to be mechanically sound or safe. Be it further known and understood that MAM: and MAM officials shall not be held liable for any mechanical failure nor for losses, injuries or death from same.

5. ALL competitors are required to Display the Hoosier Tire Mid Atlantic Logo above their rear tires on both sides to race. (No Exception) The supporting sponsors decal package must be placed on the sides of the car and be visible from the outside. If you choose not to run the supporting decal package you will receive a -5 point penalty and forfeit all winnings.
6. NO 2-way communication is allowed. (1-way Receiver's is allowed)
7. Absolutely no alcoholic beverages will be consumed by drivers or their pit crews prior to, or during a sanctioned event. The use, distribution, or sale of illegal drugs at any time can be cause for immediate, indefinite suspension. MAM has the right to do a random Drug screening at any time. Anyone found guilty will be handed over to authorities.
8. Drivers under age 18 years of age must have a signed and notarized parental consent form signed by a parent or legal guardian. Said document shall be in the possession of the MAM office and the race track before participation of said individual will be allowed. Track insurance regulations hold precedence regarding minimum competition age. MAM may require participants to undergo a physical examination before an individual can compete in MAM sanctioned events.

Membership

1. To compete in a MAM sanctioned event a driver's registration fee of 10\$ is required. The location to pay this fee will be determined the day of the race. Typically, at the Tech/Registration Trailer.
2. A yearly subscription of 175\$ can be used to cover all events of the competitor for the entire season.

Roll Cages

1. Must consist of a continuous hoop not less than 1.5 inches outside diameter and must have a wall thickness of at least .095" inches.
2. Must be frame mounted in at least six (6) places.
3. Must consist of a configuration of front and rear hoops connected by tubing on the sides, or side hoops. Drivers head must not protrude above cage with helmet on and strapped in driver's seat. Roll cage must be securely supported and braced.
4. Low carbon, mild steel D.O.M. tubing is recommended. No brazing or soldering allowed.
5. Protection of feet is mandatory. Bar across back of engine with vertical bars and rub rails, or similar protection.
6. No brace bars forward of cage may be higher than stock hood height.
7. Chassis must have a drive shaft hoop. See rule no. 20.
8. Driver doors must be as parallel with the ground as possible, and located perpendicular to the driver so as to provide maximum protection for driver, but without causing undue difficulty in getting into or out of vehicle. Door bars must be .095 inch thickness; must have a minimum of (3) three bars at least 1 1/2 inch in diameter. Driver door bars must be plated on the outside, with a minimum 1/8

inch steel or aluminum plate. Plate must cover the area from the top door bar to the bottom door bar and from the rear down post to the front down post. Steel is to be welded, aluminum is to be bolted with a minimum of 3/8 inch diameter steel bolts. Plate must be visible for inspection.

9. The door bars must be welded to the front and rear of the roll cage. No brazing or soldering allowed on any of the chassis/frame components.

Floor pans with a minimum of 20 gauge steel or minimum 1/8 inch thick aluminum plate may be used.

Safety Equipment

1. Helmets are required and must meet a minimum standard rating of Snell SA2015 or SA2010. The SA2005 is outdated and illegal in 2017. If no sticker is present MAM must and will assume the helmet does not meet the required standards and the helmet will not be allowed. Helmet must accompany vehicle at time of inspection. MAM reserves the right to not allow a helmet if it shows any signs of damage.
2. SFI 3.2A/5 minimum rating approved full fire suits of a flame-retardant material must be worn by all competitors at all times. Fire suit must be in good operable condition. Two-piece fire suits are allowed. Fire suits with holes in the suit, liquid oil/grease stains and/or do not fit properly are unsafe and a MAM Tech may determine the suit is not suitable for MAM competition. Fire retardant gloves and shoes are highly recommended.
3. Competition type seat belts required. Lap belts, shoulder belts, and submarine belts are required. No factory type seat belts may be

used. Metal to metal buckles required on shoulder and seat belts. All belts must be dated no more than three (3) years old. If not dated, MAM must and will assume the date has expired and they will not be allowed. The ONLY recognized date will be the manufactured date as stamped on the seat belt manufacturers tag. No sales receipt will be recognized. Example: If a car is inspected in May 2017, the seat belts can be dated no earlier than May 2014. Driver will be given one warning to get belts replaced before the next race. The second warning-- the belts MUST be replaced before the car will be allowed to participate in any further competition activities. Damaged belts will be required to be replaced regardless of the date tag on the belts. If belts show any time of damage MAM reserves the right to not allow the car to compete until they have been replaced. Belts cannot be mismatched.

4. Full containment seats, Fire Suppression Systems and Head and Neck Restraint systems are not required; **HOWEVER, THEY ARE HIGHLY ENCOURAGED!!!**
5. Fire suppression systems must be at a minimum of 5LB. We recommend....
 - a. Cylinders mounted forward of the fuel cell. Cylinders securely mounted to the frame/roll cage assembly. The certification label unobstructed and easily accessible for inspection when the mounting is complete.
 - b. The cylinder connected to the nozzles with steel or steel reinforced lines.
 - c. Discharge handles MUST be marked with a decal (Minimum 3"x10)

6. If running a Fire suppression system, a 5-10LB Fire Extinguisher must be placed at the end of the Pit stall.
7. If running a in cockpit fire extinguisher, it must be a Minimum of a 2.5LB. Much be accessible by the driver and mounted in a device that allows for removal and re-installation.
8. All extinguishers will be good till date recommended by the manufacture. Gauges will also be used to tell if the system is good or not.

Tires

1. **ALL TIRES WILL BE HOOSIER BRAND ONLY, NO EXCEPTIONS**
2. The Right Front, Right Rear, and Left Rear tires may only be a 26.5 or 27.5X8-15 M30 or M60.
3. The left front may be any compound, Hoosier brand, 26.5 or 27.5 tire. (Siped or Grooved is allowed)
4. M30s can **NOT** be altered in any way. (No Grooving – Chemical.)
5. Siping/Needling is allowed
6. No tire softeners, no conditioners, no altering of tires with any natural or unnatural, no hazardous or un-hazardous components or chemicals which alter the factory set baseline- settings of a given tire.
7. Tire samples will be taken randomly throughout the year. When the tire analyzer is on site, MAM will sample any tire on the car at random. If the tire comes back positive for an unauthorized chemical and the team contests the result,
 - a. A 175\$ Deposit will be taken.
 - b. The entire tire will be seized, and both the original and new sample will be sent to another lab for confirmation.

8. MAM still reserves the right to take tire samples and mail them to a authorized tire testing facility to check the tire against factory benchmarks.
9. In the event both tests come back positive the driver will be fined 1,000\$ (First Offense) and Permanently Banned from the series on (Second Offense).
10. When tire samples are taken, 1 tire at a minimum will be sampled from each of the tested cars (3 Minimum). This will provide a background as to what chemicals are on the track. If all samples come back positive for foreign chemicals, It will be assumed that the chemical was on the track surface and the results will be thrown out.

Wheels

1. Eight (8) inch steel wheels only. One (1) inch tolerance for bead locks.
2. Bead locking devices allowed on the right-side wheels only.
3. Mud plugs allowed on all wheels. Any mud plugs other than foam must be securely mounted to the wheel. MAM Official will determine if the mud plug/cover is securely mounted. If using a cover, we recommend using plastic covers.

Frames

1. Factory production complete, full, 1950 or newer parallel American passenger car frames only. No tube type front clips allowed.
2. All Frames must comply to their original OEM Specs. Frames will be measured and teched for compliance regularly.
3. Frames may not be widened or narrowed and must be able to support roll cage on both sides. Frame must be full and complete on

both sides. Front cross member may be notched for radiator clearance only.

4. The right-side frame rail may not be altered and /or raised and / or moved from the stock OEM location in any manner.
5. No Jeep, Bronco, (etc.) or 4-wheel drive frames allowed. No sports car frames allowed. No front wheel drive frames allowed.
6. Minimum wheelbase is 108", both sides. NO TOLERANCE.
7. Maximum overall track width, front or rear, shall not exceed 78" at the widest point; measured outside tread to outside tread of the front tires at the top.
8. Stock frame rail is required to extend back to the engine mid plate at a minimum.
9. Frames can NOT be modified or assembled in a manner that it outside stock OEM specs. MAM officials will measure front production and reproduction frames to ensure that they comply to their OEM Specs.

Suspension/Steering

1. Front suspension and steering components must be O.E.M. as specified and be in stock location and must be replaceable by stock part from same type suspension.
2. Stock passenger car spindles or (3) three-piece spindle allowed. No fabricated spindles.
3. Aftermarket tube type lower control arms may be used. OEM stock lower control arms cannot be altered or moved, (exception: may weld shock mount on lower control arm). Steel bushings in lower control arms are acceptable.

4. All front suspensions must comply with the 78" maximum track width. (Measured
5. A Collapsible steering is highly encouraged.
6. Tube type upper control arms are allowed and can be moved however, must remain in the same general area. Cross bar for upper control arm may be aluminum.
7. No center steering. In cockpit steering may be modified to drivers taste, but must remain on the left side of car.
8. No rack and pinion steering. Steering box must be O.E.M. style. Steering box must remain within original bolt pattern of frame used.
9. O.E.M. Tie rod ends, and adjustment sleeves may be replaced by a minimum .625 inch (5/8") rod end (heim joint) and steel or aluminum tube.
10. Aftermarket drag links are allowed however must remain in the same specs as a stock draglink.
11. All coil springs on the car must be at least 4 1/2 inches outside diameter. Coil springs must be steel.
12. Leaf springs may be steel or composite type. Lowering blocks, rear spring shackles, and rear end drive bars may be steel or aluminum only. No torsion bars allowed in rear.
13. No hydraulic, ratchet, or electric weight jacking devices allowed anywhere in or on the car.
14. One shock and spring per wheel only ("Dummy" shock absorbers are still considered to be a shock).
15. Actual Spring must stay in contact in lower control arm insert or perch at 360 degrees. Spring must fit flat on the lower control arm at all times at 360 degrees. No ramp and or spring locators welded in lower control arm.

16. No adjustable Helix
17. No Remote reservoir shocks. Eliminators/Sliders cannot be converted/pressurized to a shock. Coil over spring/shock units (or combination thereof) allowed on rear suspension only (this includes "lift bar"). No coil over spring / shock units allowed on front suspension.
18. Steel body and nonadjustable shock allowed. Schrader valve will be allowed for gas adjustment.
19. No "Air Shocks" or "Air Dumps"
20. Shocks must bottom out with 150lbs of force.
21. No internal shock bump stops. Shock must travel full distance of the shaft to bottom out.
22. No Spring bars (Mechanical and/or pneumatic)
23. No aluminum, fiberglass, or composite suspension, steering, or rear end parts allowed, except where noted in these rules. No aluminum hubs allowed. Front hub & rotor assembly must be one-piece steel O.E.M.
24. Shocks can have 1 composite bump stop. (No stacking of different types and thickness rubber)
25. No pneumatic or spring bump stops or chain cushions. Chain drops are permitted to have 1 rubber cushion (No stacking of different types and thickness rubber) No Springs or Spring Washers on Chain Drops.
26. Bump stops can be a Maximum of 3.5" Tall. Nonabsorbent packers are allowed.
27. Covers on springs, shocks, etc. allowed. MAM officials' may ask you to remove covers during inspection or at any time through the

race event. This will be the driver's responsibility. Driver refusing will be disqualified for the evening.

28. Pull bar must consist of steel components except for rubber bushings which are a part of the pull bar. Heim joints and all other components must be steel.
29. Lift arm may run stacked springs.

Brakes

1. Must have a working caliper and rotor on each wheel and must lock up all four wheels.
2. O.E.M. style calipers or stock replacement calipers only (D154). Caliper must remain stock, GM slide pin mounting in original position but may be constructed of either cast iron or aluminum. Tech will measure @ 5.64" (5 5/8") on center for mount bolts. Cast iron vented brake rotors only; may not be modified; i.e....scalloped, etc. Front rotors may be re drilled for different bolt pattern and/or larger studs. Brake floaters are allowed on either side of rear. (1 bar only)
3. Only stock O.E.M. and /or MAM approved aftermarket calipers will be permitted. The following have been approved for competition if you have any other calipers you will need to get MAM to approve.
4. Wilwood P/N # 120-7197, 120-13900, 120-13899
5. AFCO P/N 6630311 and 6630310

Rear Ends

1. Any passenger car type or truck type rear end may be used.
2. Steel-tube quick change rear ends are allowed. Steel axle tubes ONLY. No aluminum bird cages. No wide five hubs. Quick changes are optional, not mandatory.

3. NO split Birdcages:

- a. Bird cages may consist of multiple barrels but must bolt or weld together to work as one single barrel cage.
 - b. Limited to one (1) bird cage per side.
 - c. Shock(s) and radius rods must mount to the birdcage.
 - d. Floating, pivoting and / or rotating mounts and / or brackets of any sort are not allowed. All brackets or mounts attached to the birdcage must be bolted or welded solid.
 - e. Total of 3 bars per side if using bar on brake caliper. 2 bars per side of rear end. No springs on or in bars.
4. No aluminum components allowed except: axle caps, drive plates, pinion plate and wheel spacers.
5. No springs on J-Bar. J-Bar must be steel. Rubber Allowed.

DRIVE SHAFT

1. Drive shaft can be made of steel or carbon fiber. Steel drive shafts must be painted white. Drive shaft loop is required. It must be constructed of 1/4" x 2" steel. Tubular loop may be used, must be made of minimum 1" diameter tubing. Loops must be mounted no less than two (2) inches and no more than six (6) inches from the rear of the front universal joint of the drive shaft.

TRANSMISSION / BELL HOUSING / CLUTCH

1. 3 speed, 4 speed manual, and automatic types are allowed. Aftermarket racing transmissions are allowed as recognized by MAM. No "IN and OUT" boxes. With motor running and car in a still position, driver must be able to engage car and move forward, then stop and

engage car and move backwards. No type of quick change transmissions permitted.

2. O.E.M. type transmissions, with stock type single disc in bell housing, must be equipped with explosion proof steel bell-housing.
3. If an explosion proof type bell housing is not available for your engine, or if you prefer, you may construct a shield of at least 1/2" x 6" steel covering the clutch area 180 degrees, and be securely fastened.

KILL SWITCH / BATTERY

1. A kill switch is required. Switch must be clearly marked and located within easy reach of the driver, and safety crews must be able to reach the switch when standing outside the car. Cut off location must be labeled on the decking with a 3"X10" Decal.
2. All cars must have a battery and be self-starting.
3. Battery must be securely mounted. Battery cannot be mounted inside drivers' compartment.

ENGINE

1. Any American engine make may be used.
2. Rear of engine, bell housing mounting flange surface, must be mounted at least 72 inches forward from the center line of the rear axle.
3. Engine offset must be kept within 2 inches of the center line of the front cross member.
4. Minimum engine height is eleven (11) inches from the ground to the front center of the crankshaft.
5. All engines used in competition must be able to be used in a conventional passenger car without alterations.

6. Engine "cast-in" motor mount locations cannot be removed or altered. Castings and fittings must not be altered.
7. Aluminum Heads are legal. No machine work may be done on the outside of engine, or on the front or rear of the camshaft.
8. No machining or shaving can be done to the outside of the engine. For interpretation reasons Engine shall be defined as Oil Pan to intake which includes heads. Machining or planing to the internal part of the head casting for deck surface cleaning, angle mill or chamber volume reduction as well as surface work on the intake is acceptable.
9. No "dry sump" systems are allowed. "Wet" system in engine must be operative. Accusump systems are allowed assuming all other aspects of the Wet sump are intact. Wet sump pump in pan; or a single stage oil pump belt drive; one line in and one line out. No multi-stage pumps, no reservoirs other than Accusump. Car may have 19" x 19" shield to protect oil system.
10. Pumps may be mounted on the transmission and ran in tandem. Ex: Single stage oil pump, with a power steering, and fuel pump all ran together.
11. External Oil Coilers are allowed.
12. Engine cooling system may be modified.
13. Engine block must be steel.
14. Exhaust system must be mounted in such a way as to direct spent gases away from the cockpit of vehicle, and away from areas of possible fuel spillage.
15. Mufflers are recommended and may be required at some tracks.

Ignition Systems

1. Magnetos allowed provided car is equipped with a functioning battery and starter.
2. Maximum of 2 ignition systems and/or multiple spark discharge box allowed. An ignition system includes, but is not limited to: multiple spark discharge box, coil, battery, and distributor. One spark plug per cylinder.
3. The only allowed ignition system allowed for coil pack ignition systems (LS Style) is the MSD 6014CT. This allows MAM tech officials to tech timing curves. No timing curves will be allowed. Timing will be set at the same degree all the way through the RPM Cycle.
 - a. Note – Timing may be adjusted for a slight curve from 0rpm to 1000rpm. This will help save on starting equipment.
4. Drivers are responsible for informing MAM officials when they are running a coil pack system and what degree of timing they are running. This allows us to program our tech tool.

RPM Restricted/Limited Races

1. All ignition systems must be accessible to a MAM official with basic hand tools in less than 1 minute.
2. During a MAM RPM restricted events. RPM limit will be limited to 7600RPM. Tech procedures will be determined and distributed prior to the event. Systems will be in place for HEI, and 6A MSD systems that do not typically have rpm chips.
3. MSD Digital systems that do not have a chip are allowed, MAM will tech these systems the same as chip systems.
4. RPM Chips can NOT be accessible to the driver during RPM Limited events.
5. MAM reserves the right to confiscate any ignition system at any time. MAM will return the system or provide an alternative system by the next event.
6. If a participant is found using a system that bypasses the RPM Limiter, MAM reserves the right to do the following
 - a. Up to a Permanent suspension from the series
 - b. A fine of no less than 1,000\$.
 - c. Loss of all points.

ASPIRATION / FUEL SYSTEM

1. One 2-barrel or one 4-barrel carburetor only.
2. Two (2) carburetor throttle return springs are required.
3. No electronic fuel systems are allowed. Intake and a naturally aspirated carburetor (non-electric carbs) must be fitted to the engine.
4. No fuel injection.
5. Engine must be normally aspirated; no type of fuel injection allowed.
6. No electric fuel pumps or electric fuel systems of any type.
7. Racing fuel cells are required and must be mounted by at least two steel straps, no less than two (2) inches wide x 1/8" thick, and all the way around the cell. Using a minimum of two bars around the top, bottom, and sides of the fuel cell, all fuel cells must be mounted securely to the frame. Fuel cells must be enclosed completely in a steel container, mounted behind rear axle only, and must also be protected in rear by roll cage tubing mounted securely to the frame or rear bumper. * No part of fuel cell should be lower than the protective tubing. Protective tubing should extend no wider than 6 inches on both sides of fuel cell. Fuel cells must have check valves, and bladders are highly recommended. Fuel cells are limited to 32 gallon maximum capacity. Fuel cells with the fuel pickup located in the top of cell ARE MANDATORY. Fuel cells with a bottom feed pickup are not permitted. Retrofitting a bottom feed cell will be permissible, but the bottom feed opening must be plugged. A cap on the exposed bottom fitting will not be acceptable for plugging.

8. Fuel may be either gasoline or alcohol. NO Nitrous Oxide. NO additives of any kind.
9. Please mark the type of Fuel you are running on the bottom right side of fuel cell. Gas with a Florescent Green (X) and Alcohol with Florescent Yellow (A). This info will then be collected and given to the fire department each event.

TRACTION CONTROL

1. Use of any type of "traction control" is absolutely forbidden in any MAM sanctioned event. For purposes of clarity, "traction control" shall refer to any device, controlled by mechanical, electrical, and/or computer, either in the car, attached to the car, or by a remote means.
2. No data gathering or recording devices. (Even when not being used for traction control)
3. No cockpit or driver-controlled ignition timing or fuel delivery devices. Any GPS Antennas found will automatically be assumed to be used in conjunction with traction control.
4. MAM officials may inspect any car they suspect could be benefiting from the use of "traction control" devices at any time.
5. Driver/crew of car called to be inspected are expected to cooperate (in a sportsman-like manner) with inspector/s; and may be required to jack up car, remove wheels, panels/covers, and install jack stands to make safe the inspection process. Failure to cooperate with inspector/s will be considered an indictment of guilt on the MAM competitor's part, and competitor will be found in violation of this rule. No exceptions. No follow up inspection for this violation.
6. MAM maintains the right to confiscate any part/s they suspect as "traction control" from any car, at any time, for as long as it would be

necessary to determine if said part/s is or is not classified as an illegal "traction control" device. If device is found to be legal, device will be returned as soon as practical to owner. If parts are found to be "illegal", parts are sacrificed to MAM.

7. MAM competitor (driver) whose car "illegal" part/s were found on will be found in violation of MAM rules and can be penalized any points accumulated to date that season and may not be eligible for any point fund and/or contingency money/awards possibly due that season. Will be subject to a 1,000\$ and proxy vote among the series top 20 points runners if they will be allowed to return.

BUMPERS / NERF BARS

1. Bumpers must be used on both the front and rear of car. Bumpers and nerf bars must be steel.
2. Front bumpers must be mounted to both frame horns. Front bumper must be made of a min. 1 1/4"; max. 1 1/2" round or square tubing.
3. Front bumper may be no wider than the frame horns, with a two (2) inch tolerance only, to accommodate bumper mounting bracket per side.
4. Rear bumpers and side nerf bars may not extend beyond the width of the rear tires, and must not contain any sharp edges. There shall be no rough edges on any bar or bumper on the car.
5. No straight rear bumpers allowed. The ends of the rear bumper must be bent to form a 180-degree bend, or be bent forward in a 90 degree bend.
6. Rear bumpers must mount to rear of chassis. Rear bumpers may be constructed of round or square tubing, and must protect fuel cell.

7. Both front and rear bumpers shall be eighteen (18) inches plus or minus two (2) inches from the ground. This measurement is to the “center” of the bumper. This means if your bumper is constructed with its two bars, upper and lower, twelve (12) inches apart, then the center of your bumper is six (6) inches from either the top or bottom. This is where the measurement is taken, at the “center” not the top or the bottom.
8. A bumper which is badly damaged may be required to be repaired or replaced before car can compete.

WEIGHTS / CARWEIGHT

1. Loose weights must not be used in driver’s compartment, or outside the body or hood area. All added weight must be mounted below all windows and the interior sheet metal.
2. Any added weights must be securely mounted to the frame or roll cage with at least two
3. 1/2” steel bolts, nuts, and washers.
4. Weights must be painted white and have the car number on it.
5. Car must weigh 2400 pounds with driver after every race.
6. Scales being used will be the FINAL determination of weight for car and driver.
7. Track scales are the official scales.

CAR NUMBERS

1. Car numbers must appear on both sides of the car and the roof a minimum of 18 inches tall and nine inches wide, per number.
2. The number must also appear on the nose and fuel cell of the car a minimum of 6 inches tall. Numbers must be a contrasting color to the car.

BODIES

1. Body Diagram is located at the end of this document.
2. Hoods are required to have four (4) hood pins. Hoods must remain level and side to side. No Openings between engine compartment and driver compartment.
3. Fabricated flat sheet metal noses may have 3" vertical lips on each side of the top of the nose extending from the front outside edges back the top side edge to the front edge of the hood.
4. Dominator and performance bodies noses are allowed.
5. No type of "inner fender wells" will be allowed forward of the firewall.
6. Any type of sheet metal, or other material, which could be construed by officials to be affecting the flow of air in, threw, or around the car, other than noted elsewhere in these rules, will not be allowed.
7. Body Line must be a smooth even line from front to back. All body panels must be solid. No holes, slots, or air gaps are permitted. Exceptions are Rear sail panel windows, Oil coolers, and holes/slots in the nose, to allow air through the radiator.
8. No mirrors allowed.
9. Doors and decking may not be any more forward then the midplate.
10. Rear deck height can be a maximum of 43" from the ground.
11. Maximum width at the bottom of the doors is 77" The width of the car at the top of the doors may be no wider than 68".
12. Maximum sides length from front to back is 122" at the top and 132" at the bottom.
13. The length of the bottom door may be up to 12 inches longer than the top.

14. Rear spoilers are recommended to be made of transparent material and maximum height of 5”.
15. Side spoiler holders have a 1” tolerance from the height of the spoiler.
16. All cars must have a Roof. Front to back must measure minimum 41”/maximum 56”. Side to side minimum 40”/maximum 54”.
17. Roof lips can be a maximum of 1” roller under.
18. Roofs can have a maximum of 5 inches of raking. Roof rake will be measured by holding a 4-foot level at the edge at the rear of the roof. At the front a measurement will be taken from level to the top of the roof. That measurement can be no more than 5”.
19. Roofs must remain flat side to side and front to back. No dish roofs.
20. Gremlin type tops may not be used.
21. The rear body panel style is optional (B-Pillar). If it is used it must meet all other specifications, including size and installations.
22. Drop Decks are allowed. Decking is allowed a 2” maximum drop measured by placing a straight edge from door to door and measuring any drop.
23. See the illustration for sail panel dimensions.
24. Debris deflector in front of driver is allowed but may not extend any farther back than the steering wheel.
25. These written rules are in addition to the accompanying diagrams and are designed to clarify. Both written and drawn specifications will be enforced. See diagrams for additional body information. The diagrams are intended to illustrate and convey the intent of the rules and measurements.
26. Rear car covers are allowed. It must remain on the rear of the car and must be fastened to the rear T-bar and cannot exceed outside of the

rear quarter panels. The cover must be removed prior to leaving pit stall. No covers of any kind under the car or covering wheel openings. Tech officials will have complete authority to remove any covers while they inspect.

27. Maximum roof width (side to side) is 54 inches including the one-inch lip as seen on the illustration for clarification. MAM tech will be measuring from opening on Driver's side window to opening on Passenger side window. We will measure over the flat 45/90-degree roof support breaks. The 45/90-degree roof supports may not be higher than $\frac{3}{4}$ " tall. Sail Panel flange material that the sail panel is riveted to is not considered part of the roof material provided it is not over 2" wide and is covered by the sail panel. Fiberglass, plastic or other manufactured roofs with molded lips/drops are not allowed to have any additional sheet metal lips added.
28. 12" minimum roof to interior must be maintained at both doors and windshield openings. This is a must with "No tolerance".
29. Roof may not overlap the driver side roll cage more than 1"
30. Roof Height 54" maximum measured at the rear of the roof on all roofs measured to the flat roof surface at the highest point.
31. Roof Pillar: 4 Inches of material maximum 4" above the deck. The "A" Pillar foot fastened to the deck can be 16" wide at the bottom up to 4" high where it tapers into no more than 4" of material.
32. All cars must have a sail panel on both sides. Both sail panels must meet the rules stated for dimensions and for appropriate placement on the car. Cars may run sail panels with or without an opening but said sail panels must be identical on each side; further clarifying that if one side has an opening, then the other side must have an opening identical to the other side.

33. Sail panels can not be curved inwards to the car, they must be curved to the outside of the car. No more than a 5" Curve.
34. Any measurements on hood cannot differ more than 2" from midplate measurement. Example: Tech will measure height of door at midplate and the height at bend where nose starts to slope. Should not be more than 2" difference in height. Hood must remain flat side to side. No reverse rake hoods. Hood cannot be wider than doors.

WEIGH IN/TECH PROCEDURES

1. The scales which are used at any event will be considered the events official scales. The reading of these scales will be used as the official weight of the car for the event.
2. Minimum weight of two thousand four hundred (2400) pounds must be maintained.
3. The top five finishing cars, minimum, in every feature race must be weighed after each race. Radio operator will inform how many need to go to the scales during the heat races.
4. MAM Officials will determine how many cars must go to the official tech station.
5. When inside the official tech area, NO CREW, OWNERS, OR ANYONE ELSE other than the Driver will be permitted inside the restricted area. Anyone entering the area uninvited will result in the disqualification of the team of which they represent.
6. **CARS MUST GO DIRECTLY TO SCALES AFTER RACE AND GET IN LINE TO BE WEIGHED. DO NOT GO TO YOUR PIT AND THEN BACK TO THE SCALES. DO NOT STOP AT ANY OTHER PIT AND THEN GO TO THE SCALES!!! GO DIRECTLY TO THE SCALES!!! NO ONE OTHER THAN MAM & TRACK OFFICIALS ARE ALLOWED AT THE SCALES.**

7. Official operating the scales will communicate weight of the car to the driver if requested.
8. Cars which are disqualified from heat races for violations of any kind will be put on the tail of a consolation race. If car count dictates that all cars are in the feature, then heat race disqualified cars will start on the tail.
9. Cars which are disqualified from the feature for weight violations of any kind will forfeit their points and any prize money for that race.
10. Should a car not make weight:
 - a. The car will be removed from the scales and then put back on the scales for re-weighing to verify the weight of the car.
 - b. Should the car still not make the required weight then that car will be disqualified from that race and all cars finishing behind that car will be moved up one position?
11. DRIVER ONLY WITH THE CAR AT SCALES OR INSPECTION SITE.

CONDUCT OF DRIVER AND CREW

MAM will not tolerate any un-sportsman like conduct. If a track or MAM official determines any MAM competitor to be driving rough and/or you have been determined to have crashed another car intentionally you may be disqualified from that event and lose all points for that weekend plus be subjected to other sanctions including loss of points, fines and loss of feature money.

In 2019 all major issues will be required to follow the 24hr rule. The 24hr rule requires that anyone who has an issue, brings it calmly to the attention of MAM official. That official will then begin an investigation into the issue and report back to the driver after 24hrs. Any team that begins a altercation before the 24hrs could face probation or suspension.

Social media is a viable tool for showing all the good things your team is doing. It should not be used to bash another driver or track. We all have times when we are upset. Please take a step back and think about how others might interpret your post. Repeated negative use of social media can result in probation/suspension.

INSPECTION AND RULE INFRACTIONS

If an inspector tells you that something needs to be fixed, you need to fix the infraction. If the infraction cannot be fixed at the track then you may not be permitted to race depending on the infraction.

1. INFRACTION PENALTIES

- a. You may be given a simple warning. Given 1 week on minor infractions.
- b. You may be asked to correct the infraction.
- c. You may be disqualified when found and/or noticed with an infraction.
- d. You may be placed on probation.
- e. You may lose feature winnings.
- f. You may lose points and/or point money.
- g. You may be asked to leave.
- h. You may choose to leave.

Points

Points are awarded in the following format. 35 -1st, 34 – 2nd, all the way to 24th position receiving 12 points. 10 Show up points will be awarded to any team completing one lap in warm up session.

All points races will be counted, in the event of a tie, the breaker is first determined by the total number of races attended followed by the number of wins, followed by the average highest finish.

SAFTETY

1. Drivers that exit car for any reason except fire, instructed by a track official, or feel that their life is in danger, once on the track will be at the mercy of whatever penalty the track wants to enforce.
2. Racing is a dangerous sport. You can be seriously injured or killed. These rules in no way have expressed, implied, or admitted to a no risk environment. **YOU** have assumed all risks to yourself.

- A. All bumpers: 18" plus or minus 2" (Note: Measure to the center of the bumper as per illustration.)
- B. 6" min. (center to center)
- C. 42" min., 54" max.
- D. Hood 5" max. Drop (sides) sealed off from driver's compartment.
- E. 42" max length
- F. Max scoop cannot extend past front of hood
- G. 4" Min. ground clearance: Door may extend max. 12 "past block at bottom on both sides.
- H. 16" max tapering up to 4" min., must be same both sides.
- I. 108" min., 113" max. Wheelbase
- J. 22" min., 31" max.
- K.
- L. 12" min. 18" max. Window openings no tolerance.
- M. With level back to front, must have no more than 5" roof rake
- N. 106" min., 122" max
- O. 34" min., 48" max.
- P. 4" max
- Q. 4" max – Front to rear of deck
- R. 28" min. 43: max.
- S. Nose piece must not exceed 45" in with centered between the frames. Must be forward facing opening on the nose piece are permitted. No reverse facing louver, or any other type of construed to be affecting air flow other than into the radiator. Nose pieces may have Maximum 1" lip on side of nose, but not have any type of wing, or be shaped in a concave or convex manor. Minimum of 4 inches ground clearance. 6" number of car required on nose

T. 24" min. – Must remain inside of wheels to 66" wide toward rear
 U. 44" min., 54" max. Fabricated metal roof must be flat. Roof measurement includes strengthening breaks of no more than one inch either up or downward, but not both. All material is counted as roof material. Example – 50" of flat plus 2" plus 2" each side equals 54". No breaks and no lips on flat part of roof. Bead rolls permitted for strength. Roof cannot be turned upward at rear of roof. No holes allowed on top of roof.

- V. 41" min., 56" max.
- W.
- X. 53" min., 68" max. Same from front to back
- Y.
- Z. Rear quarters cannot be offset or angled.

SAIL PANELS: Must slope down from rear edge of roof, to rear of car and be the same on both sides. Must mount within 2" of outside edge of interior deck. No sharp points or edges. Must be rounded. Sail panels may have a maximum of 5" Curve. **Curve must be going outwards and not inwards.**

