

2017

**MHARA—ALL LOCAL CLASSES**  
**Policy and Procedure Handbook**



Version 5

# MEDICINE HAT AUTO RACING ASSOCIATION

## POLICY AND PROCEDURE HANDBOOK

**\*\* This Document is on race procedures and does not supersede any MHARA BYLAWS, CLASS RULES or TRACK POLICIES\*\***

### DRIVER CONDUCT

- The rules apply to all drivers, and members of the pit crew for that team. Everyone is expected to know the rules. Ignorance of the rules is not an acceptable excuse for not following them.
- All drivers and pit crew agree to accept the policies and procedure of MHARA SPEEDWAY.
- The Driver is responsible for all his/her crew members.
- Any fighting or reckless driving in the pit area may result in a suspension of the driver, car / truck and or crew, contingent upon the severity of the incident. Any further problems from the same individual will result in a more severe penalty.
- No driver or crew member may enter another driver's pit area with malicious intent at any time. Penalty: forfeiture of points for that night and possible suspension.
- The timing and scoring office in the upper tower and flag stand are off limits to all except those that have duties in that area.
- verbal abuse will not be tolerated and may result in a suspension.
- Any participant touching an official in anger shall be suspended from the race track. This participant will be asked to leave the Medicine Hat Speedway premises immediately.
- Profanity (either verbal or print) will not be tolerated and may result in loss of points or a suspension.
- Un-sportsmanlike conduct will not be tolerated.
- Speed in the pit area at any time can cause the race team to be penalized. (see "penalty" section of this document)

**\*\* ANY DECISION MADE BY THE SPEEDWAY OFFICIALS IS FINAL\*\***

### ALCOHOL AND DRUG POLICY

- No alcoholic beverages shall be consumed in the pit area by any participant until the entire program for all divisions is completed.
- If any participant is caught consuming alcoholic beverages in the pit area prior to program completion, he or she shall be immediately ejected from the racetrack premises.
- Any member who goes to the spectator concession and consumes any alcohol will immediately forfeit their armbands and will not be allowed to re-enter the pit area until the conclusion of all race events for the day.
- Use of illegal drugs or drug substances is prohibited in any form, by any participant at any MHARA sanctioned event, while on Medicine Hat Speedway Property



## ENTRY AND SIGN IN

- No person will sign at any time, for any reason, an entry form, waiver and/or release of liability for anyone other than themselves.
- No one under the age of eighteen (18) years of age will be allowed in the pit area or other restricted areas without signed parental consent forms.
- With the exception of Volunteers and paid staff anyone entering the competitors gate MUST be assigned to a competitor's pit. Those without a purpose will not be permitted entrance.

## AMBULANCE

- ALL drivers involved in a serious crash/incident MUST be assessed by qualified paramedic/ambulance personnel prior to being allowed to return to racing. If ambulance personnel determine it is not in the driver's best interest to continue racing, that driver will not be permitted to continue racing that race day. NO EXCEPTIONS. Ambulance officials will notify the Director of Operations of these circumstances who will in turn relay info to ALL track officials.
- Executive has the authority to require any driver/crew member to be examined by medical personnel at any time during race event.

***NOTE: AT THE DISCRETION OF THE QUALIFIED AMBULANCE ATTENDANTS, SHOULD A COMPETITOR REQUIRE TRANSPORT TO THE HOSPITAL, ALL FEES ASSOCIATED WITH THIS TRANSFER ARE THE RESPONSIBILITY OF THE PARTICIPANT.***

## DRIVER/CLASS RESTRICTIONS

### ➤ DRIVERS

- a. Drivers must be SIXTEEN (16) years of age or older unless otherwise stated by class rules
- b. The driver of the race vehicle during qualifying must drive the first race that is scheduled. Any qualified driver may drive the remaining events for the day. Tech or line up board personnel must be notified of any changes in advance of race.

### ➤ NON-MEMBERS OF MHARA

- a. Non-members can only race twice for points (this refers to new drivers to the track, not alternate drivers for already registered vehicles). All Alternate drivers must be members for a vehicle to score points.
- b. After the completion of two race days as a non-member, the driver must decide if he/she is going to join and accumulate points towards year end trophies or not join and race for no points. (NOTE: racing for no points means no tow money.)
- c. Only MHARA members are eligible for end of year trophies

### ➤ POWDER-PUFF / MECHANIC RACES

- a. No regular drivers allowed to race powder- puff / mechanic races.
- b. No points awarded—only trophy.
- c. Lineup will be determined by track officials and all drivers must be signed up before the start of the 1<sup>st</sup> heat race or they may not be allowed to race or just start at back.

NOTE: Starting in the 2017 season these races will be "experienced" and "non-experienced" races. Final say on which race drivers will be in lies with the Race Director.

## **RACE VEHICLE NUMBERS**

- Race vehicle numbers shall run from 0 through to 99. No triple numbers allowed.
- Race vehicle numbers shall remain with the previous year's registered driver and are kept on file for one race season. The number will be available to be re-registered by any other interested driver in January of the following year, unless permission to register the number is granted sooner by the previous registered driver.
- In the event of duplication of numbers on regular race days or invitational race days, the visiting race vehicle will change its number.
- There will be no duplication of number within the same class.
- No switching race vehicle numbers between race vehicles to gain points. IE: driver switching from one class to another part way through a season cannot adopt someone else's number and carry on gathering points on that number.
- Changing numbers on a race vehicle after it has been registered at the pit gate for a specific event will not be allowed.

## **RACE VEHICLE COUNT**

- A minimum of five (5) —race ready vehicles, capable of qualifying are required to run daily scheduled race event for points.

## **PIT ENTRY**

- For insurance purposes, every person entering the pit area must have a specific purpose/duty related to the operation of the race day or a race vehicle
- All appropriate insurance waivers **MUST** be signed prior to entering pit area. All minors must have youth waivers signed by both parents before they can enter pit area.  
All minors must sign the minor's release, and both parents are to sign the parental release. It is acceptable to have the parental waiver and release signed on an annual basis. On each race night, every parent who accompanies a minor signs the adult waiver and the minor signs his/her nightly minor's waiver and release.
- An explanation of the insurance waivers and/or a copy can be acquired by contacting the Director of Operations or at the competitor's entrance.
- Membership applications can be completed at any race event but are subject to review/acceptance by the executive.
- A copy of the schedule is available from Director of Operations or Director of Competition or at the competitor's entrance.

In order to be eligible for the Member Car and Driver Rate the vehicle must be registered and the driver must be a member.

## **PIT DRESS CODE**

- Strictly enforced. Consists of a top, bottom and shoes. Tops must have minimum of short sleeves with no bare midriff; bottoms are to be full length pants or can be as short as fingertip length shorts; and shoes must be closed toe. No muscle shirts, halter tops or sandals allowed. Violations of driver or crew could result in driver and race vehicle not being allowed to race.

## **PIT RULES**

- The race director has absolute authority in the pit area until one half hour after the conclusion of the final race of the day.
- All drivers are to be at the track one (1) hour prior to race time, in order to complete race vehicle inspections and to be informed as to the schedule of events.
- Each class will have a designated pit area in which they will all pit unless they are associated with a team from another class and then they will pit in the MIXED pit designated MIXED pit area.
- There is a 5-mile an hour limit that each driver must follow while driving in the pits. This is a safety rule, which must be adhered to.
- Working on race vehicles in pits is restricted to designated areas or team pit stall only.
- Picking up garbage before, during and after in the pit area around you and depositing into the garbage barrels provided will help keep on top of the group workload. Remember this is a member run track and therefore it is everyone's responsibility to help out as much as possible.
- When the race day is complete, spectators are invited into the pit area. Unless your race vehicle(s) are already loaded on their trailers DO NOT attempt to do so while spectators are in pit area.  
NOTE: It is suggested each driver/crew wait thirty (30) minutes after races are completed to load vehicle.
- Any person driving any type of motorized vehicle on MHARA leased property must be SIXTEEN (16) years of age or older. MHARA executive and track officials may ask for proof of age at anytime.

## **PARKING IN PITS**

- All non-race vehicles entering the pit area, which are not directly involved as race vehicle support vehicles, shall park in an orderly manner as near to the south boundary fence as practical.
- Each Race vehicle can have a race vehicle, trailer/tow vehicle and one support vehicle in their pit stall.

## **RESPECT OF OFFICIALS**

- ANY abuse of officials will result in disciplinary action including, but not limited to, fines, parking or suspension.

## **RESTRICTED AREAS AT SPEEDWAY**

- Under no circumstance will unauthorized personnel be allowed into restricted areas of pits. Please check with the Race Director if you require access to these areas.
- When crossing track exit area, exercise extreme caution. Race vehicles may be exiting the track at an accelerated rate or with mechanical problems and it is possible not to see someone on the track exit
- Race will be halted if there is a race vehicle stopped on track exit.

## **PRE-RACE TECH INSPECTION**

- It is the responsibility of each race team to voluntarily submit to a pre-race inspection prior to being allowed on the race track for practice/racing.
- The driver's safety equipment and race receiver must be with the race vehicle at tech for inspection.
- The rules for driver and race vehicle safety equipment are listed in the current MHARA rule books. There are no exceptions allowed for any safety rules.

## TRANSPONDERS

- Transponders are mandatory. Ask TECH for mounting location or refer to your MHARA rule package. These locations change for each class.
- Limited rentals are available from MHARA. Rental cost for 2017 is \$45 per day. It is the responsibility of the driver to return or replace the rented transponder at the end of the day's event. Rental form to be completed at the Speedway Office.
- If you have no transponder or a nonworking transponder, last place points will be awarded
- Transponders are extremely sensitive and must be wired correctly (unless it is a wireless unit); preferably soldered in a dedicated circuit and securely mounted.

## RACECEIVERS

- Raceceivers are mandatory.
- It is each driver's responsibility to ensure their raceceiver is on the correct channel and functioning properly before going out onto the race track.
- Timing, scoring, and some track personnel can do a raceceiver check. Radio check will be done during practice and at the driver's meeting.
- Any driver who ignores directions on the raceceiver is subject to penalty.
- Medicine Hat Speedway uses channel 1220 for raceceiver communication unless otherwise posted on the line up board.

## DAY SHEET

- Day sheets will be provided at the competitors gate
- Day sheets will indicate class order, hot laps times, qualifying times, flag meeting time, MHARA general meeting time (when applicable), autograph session time, green flag time and number of laps for each race.
- Day sheet is subject to change – check lineup board for posted changes

## GENERAL MEETING

- MHARA general meetings are to be held on the first Wednesday of each month from October until May. For the months of June, July, August and September general meetings will be held at the track 30 minutes prior to the flag meeting.

## LAPS

- Number of laps for heat races and main events will be determined by the Race Director based on race vehicle count, time constraints and other mitigating circumstances.
- Laps/order is subject to change. Watch line up board.

## DRIVER'S / FLAG MEETING

- Driver's Flag meetings will be held thirty minutes prior to qualifying or as noted on the day sheet.
- Driver's Flag meetings are held in front of the Line-Up board in the pit area.
- ALL drivers must be in attendance during the entire course of all drivers' 'meetings. If the driver can't attend the drivers meeting they will start at the back all night.
- ALL minor drivers must have their parent or guardian present.
- No engines running during flag meeting. Failure to comply could result in not being allowed to run on that race day.

## **NEW DRIVERS/ ROOKIE STATUS**

- A rookie is
  - ❖ Someone who has raced three (3) or fewer race days in the class he/she is registered in
  - ❖ Someone who has been out of the driver's seat for a minimum of 10 years
  - ❖ Or, if the driver moves "UP" to a new class, then he/she is considered a rookie in that class.
- The Race Director may place a Rookie racer or any racer deemed a hazard, to start at the back of the field to start.
- Rookies can request to start at the back at any time.

## **AUTOGRAPH SESSION**

- MHARA encourages ALL drivers/vehicles/pit crews to participate in the autograph session.
- Line up and be ready to go out on track at designated times (see day sheet). No late race vehicles will be allowed on track.
- Drivers are encouraged to help facilitate the exit from the autograph session by getting in their race vehicle when the siren sounds. By ceasing the conversations with the fans, officials will be able to clear the track quickly and safely so racing will start on time.
- Late starts could result in shortened heat races.

## **PACE VEHICLE**

- Pace vehicle will determine the speed for any pace laps. Leader is to stay close to the rear of the pace vehicle.
- Passing of the pace vehicle is prohibited unless specifically told to do so by tower or officials.
- Follow the lead of the pace vehicle when approaching/passing any incident areas.

## **WHITE FLAG RULE**

- Race vehicles are to be lined up before white flag lap of the race currently on track. If a vehicle is not lined up prior to the white flag they will start at the back of the field moving those in the lineup forward. This applies to all classes. The line-up will not be adjusted on the track

## **QUALIFYING FORMAT**

- Qualifying is done according to class and in the order specified on the day sheet. If you are not lined up with your class, you will forfeit your right to qualify. (exceptions may apply for mechanical or timing & scoring type problems)
- MHARA uses a 1 car – 2 lap qualifying format.
- Single car qualifying will be green, white, checker.
- Timing is to 3 decimal places with transponders – to 2 decimal places for stopwatches (if applicable). In the event of a perfect tie – the 1<sup>st</sup> car on the track to qualify wins the tie. If a transponder timed vehicle is tied with a stopwatch timed vehicle, the transponder will get the benefit of the doubt and thus will take the fastest time.
- Drivers failing to qualify, due to lateness or mechanical difficulties, will be started at the back of the field.
- All equipment must be operational.



## FLAGS

- The use of flags is solely up to the flagman who has the authority to disqualify any vehicle obstructing the race as he/she sees fit. Flagman's decision is final. It is the responsibility of all drivers to heed the signals of the flagman.

### MEANING OF FLAGS USED AT MHARA EVENTS

#### ➤ FLAGS ISSUED TO THE FIELD OF RACE VEHICLES

- i) **RED -- STOP SAFELY**
  - ❖ Lap counting stops immediately and race vehicles are lined up according to position of the race vehicles in the last completed lap. Wait for direction from Flagman, track officials or over raceciever.
- ii) **YELLOW -- CAUTION**
  - ❖ Indicates that there is a problem on the track and the flagman feels that for the Safety of the field, the race should be temporarily "cautioned"
  - ❖ Slow to a reasonable speed; maintain a safe constant speed around the track. You may pull up to decrease the gap between the race vehicles but may not change your overall standing in the race once the yellow is out.
  - ❖ Single file is mandatory on caution
  - ❖ Passing under yellow is only permitted upon instruction from the flagman.
  - ❖ Laps will not be counted under the yellow flag, the race line up will go back to the last completed green flag lap.
  - ❖ If a race vehicle spins out twice during a heat/feature race and both times causes a caution to come out, that race vehicle will be black flagged for that race
- iii) **GREEN -- GO GO GO**
  - ❖ Start of race—do not pass until the start/finish line
  - ❖ Restart of race—Green is GO as soon as it is given
- iv) **WHITE -- ONE LAP TO GO**
- v) **CHECKERED -- WINNER AND END OF RACE**
  - ❖ Victory lap flag in heat races to begin in corner #2, and in main events to begin at flag stand

#### ➤ FLAGS ISSUED TO INDIVIDUAL RACE VEHICLES

- ❖ Foul driving, unnecessary bumping, crowding or chopping will result in the flagman waving the black (rolled) flag at you. Repeat violations will result in disqualification for that race or the night depending on violation as seen by the flag person.
- i) **YELLOW / BLUE -- YOU ARE BEING LAPPED**
  - ❖ Hold your groove.
- ii) **TWO FLAGS ROLLED UP AND CROSSED (green & white) -- HALFWAY POINT OF RACE**
- iii) **BLACK FLAG WITH ORANGE DIAGONAL -- MECHANICAL FLAG**
  - ❖ Discontinue racing and with caution remove your race vehicle from the track.
  - ❖ When repairs are made, you may resume racing once track entrance personnel say's it safe to enter track.
  - ❖ Caution MUST be exercised when re-entering onto the track.
  - ❖ A mechanical black flag can be given to any race vehicle that is losing parts, appears to be unsafe or is smoking badly.
- iv) **BLACK FLAG WITH WHITE DIAGONAL (WAVED) – YOU ARE DISQUALIFIED**
  - ❖ Pull into the pits on the next lap and you will get last place points for that race.
  - ❖ If a race vehicle fails to heed the black flag, the race vehicle may be disqualified from competition for the day and lose all your points for the day.
- v) **BLACK FLAG WITH WHITE DIAGONAL (ROLLED UP AND POINTED) -- YOU ARE BEING WARNED**
  - ❖ You may continue racing

## POINTS

- Points go to the **REGISTERED RACE VEHICLE** (maximum 3 drivers per registered racevehicle)
- Points are not transferable.
- Only drivers that are members will score points for a race vehicle. If a non-member drives a race vehicle no points will be awarded for that heat/feature event.
- Points toward championship are accrued only on the days the registered driver(s) race the race vehicle with the following exception: race vehicles can alternate (must be registered members) drivers and still gain points for that vehicle number, credited towards the championship (shared vehicle)
- Driver (s) **MUST** be a registered club member before that can race for points.
- Line ups will change throughout the race event as follows:
  - ❖ 1<sup>ST</sup> Heat lineup is determined by qualifying position with fastest at the rear.
  - ❖ 2<sup>nd</sup> Heat lineup is determined by inverting the finishing order of the 1<sup>st</sup> heat
  - ❖ Feature Event lineup is determined by total points accumulated for the race day with most number of points to the rear.

### QUALIFYING start at 30 points decreasing by one; minimum of one

POSITION	POINTS	POSITION	POINTS	POSITION	POINTS	POSITION	POINTS
1	30	6	25	11	20	16	15
2	29	7	24	12	19	17	14
3	28	8	23	13	18	18	13
4	27	9	22	14	17	19	12
5	26	10	21	15	16	20	11

### HEAT RACES start at 20 points; decreasing by one; minimum of one.

POSITION	POINTS	POSITION	POINTS	POSITION	POINTS	POSITION	POINTS
1	20	6	15	11	10	16	5
2	19	7	14	12	9	17	4
3	18	8	13	13	8	18	3
4	17	9	12	14	7	19	2
5	16	10	11	15	6	20	1

### MAIN EVENT start at 40 points; decreasing by 2 minimum of 2.

POSITION	POINTS	POSITION	POINTS	POSITION	POINTS	POSITION	POINTS
1	40	6	30	11	20	16	10
2	38	7	28	12	18	17	8
3	36	8	26	13	16	18	6
4	34	9	24	14	14	19	4
5	32	10	22	15	12	20	2

NOTE: All sanctioned classes with have heat races and main events scored according to their handbook

- In case of a tie for year-end standings, whoever has the highest points at the end of the previous race day is the winner. This applies to first, second and third places.
- If drivers are tied for the second last race and tie in points on final race, the tie breaker goes to the fastest qualifier for the last race

## STARTS

- All starts are to be determined by track officials.
- On the initial start, all race vehicles must remain in double line, nose to tail formation (not more than one race vehicle length behind the race vehicle ahead). **No** passing is allowed on either side of the race vehicle ahead until after the start/finish line.
- All starts will be at a consistent medium speed and will be made by the flagman at the same point on the racetrack every time.
- The pole or lead race vehicle must maintain consistent speed until the drop of the green flag. If officials determine that the lead vehicle is not maintaining a consistent speed or is brake checking that driver will be sent to the rear of the field.
- Any race vehicle missing any body panels will automatically be started at the back of the field.

## RESTARTS

- If a caution or red flag is displayed before the completion of lap 1, there will be a complete restart in the original starting order. If a race vehicle is unable to restart for any reason, all the race vehicles behind in that line will move forward. There will not be any switching sides for the restart
- If a yellow flag is displayed after the completion of 1 lap, all race vehicles will line up in the physical order they were running on the track **at the end of the last completed green flag lap.**
- No racing back to the yellow flag. Race vehicles must hold their position.
- ALL races will have a rolling restart. The pole vehicle will set a consistent medium speed pace. Passing is allowed immediately after the green flag is dropped **on restarts only.**
- If a caution is displayed after the leader takes the white flag, the final finishing order will be as the race vehicles passed under the white flag.
- All race vehicles involved in an accident will restart behind all race vehicles not involved, regardless of the number of laps completed. Track officials have the right to deviate from this policy if they determine an incident was caused intentionally.
- All race vehicles going to the pits under a yellow or a red must restart at the rear of the field, if they wish to return to that event. Any race vehicle(s) in the pits when the yellow is turned off must remain there until cleared for return by the pit official.
- Race vehicles that spinout on the track must attempt to resume race speed and refrain from slowing current competition. If anyone is deemed to be deliberately stopping the race, his or her race vehicle may be disqualified from that race.
- During the course of a race under the green, yellow, or red flag, all work to a race vehicle competing in that race, must be done in the pit area or any area which is designated by the pit officials at the drivers meeting. If a race vehicle is worked on outside of these defined areas under the green, yellow, or red the race vehicle will get last place points for that race or may be disqualified.
- If rough driving is observed, officials will first warn the driver with the point of a furred black flag and by raceceiver. Further rough driving will result in black flag or consultation with officials. Only track officials will determine rough driving. The officials can take additional action in the form of loss of position or points after the race, if deemed necessary.

- If a pit crew approaches a race vehicle while on the track during a race the race vehicle may be disqualified. Race vehicles may be worked on in the pits only
- Race vehicles going off the track may be lent assistance by safety crew/tow truck and can return to the race when deemed safe to do so.
- Race vehicles being towed off the track will be allowed back into the race after being cleared by tech and track entry but no race will be held up waiting for any race vehicle to be repaired.

### **THREE CAUTION RULE**

- In effect for all local classes
- In the event that any race has three cautions, after the third yellow flag is given, the race will conclude with a green, white, checkered finish.
- Should a race need to be halted before the scheduled number of laps are completed the race will be deemed to be completed if 10 laps more of the scheduled laps have been run.
- Any race vehicle experiencing mechanical problems should move to the top grove when safe to do so. Get your hand up to let the drivers behind you know you are slowing and exiting the track.

### **COMPETITION SAFETY**

- No race vehicle will be started in competition, which in the opinion of the Track Officials is a safety hazard to itself or other participants.
- Anyone crossing the track or track off ramp during time trials, or racing, without the approval of the Flagman or Race Day Official will be immediately ejected from the property
- **PERSONAL SAFETY**
  - i) **HELMET / NECK / HEAD SUPPORT**
    - ❖ SNELL SA2010 rated helmet mandatory
    - ❖ Some form of head / neck support mandatory
    - ❖ Neck collar minimum accepted
    - ❖ HANS type device mandatory for all classes.
    - ❖ Head supports for the race seat are highly recommended for maximum safety (class rules supersede these safety rules)
  - ii) **DRIVING SUIT / GLOVES / FOOTWEAR**
    - ❖ minimum— Single layer driving suite SFI-1(must be clean for safety reasons)
    - ❖ Double layer driving suit meeting SFI 3-2A/1 is highly recommended (must be clean for safety reasons)
    - ❖ Standard cotton base or Nomex underwear highly recommended
    - ❖ Fire resistant race gloves or 100% leather driving gloves mandatory, no mechanics gloves or fabric back gloves allowed.
    - ❖ Racing boots with FR rating or ALL leather shoes MANDATORY. Boots highly recommended. NO nylon running shoes
- **COMPETITION SAFETY**
  - i) **MASTER DISCONNECT SWITCH**
    - ❖ all race vehicles must have a master disconnect switch that kills all battery power and shuts off engine power, located on driver side rear valance (package shelf)
    - ❖ off and on positions must be clearly marked.
    - ❖ no unprotected wiring will be permitted in the trunk area with the fuel cell
    - ❖ second master disconnect switch within driver's reach mandatory. Switch must be clearly labeled.

## TECHNICAL

- Inspections on all race vehicles will be done under the direction of the head Tech official
- Decisions of the Tech Committee (tech committee to consist of all tech officials and minimum of one executive member) are final and may only be challenged through a written appeal to the Board of Directors.
- Written appeals about tech must be received during that race day and the appeal will be dealt with prior to the next race day.
- All race vehicles will be required to pass a safety inspection each race day.
- All infractions must be fixed before the race vehicle can race at MHARA Speedway.
- Failure to comply with the decisions of the tech committee will result in a suspension from future events.
- Any racer is subject to a safety and tech inspection at any time. ANY race vehicle found to be unsafe will not be allowed to complete the day.
- Top four (4) finishers in each class will be required to go through technical inspected (including checking tires) following the class feature event after stopping on front stretch for trophy presentation.
- All race vehicles will be required to stop at tech to get tires scanned / checked before going to pit area.
- Race vehicles may be teched at any time while on track premises or teched off premises with owner consent.
- No damaging of race vehicles during tech, claims and or engine removals during a claim period.
- Any technical problem not specified in the class rules, contact the head tech and receive written guidelines.
- No equipment or race vehicle will be considered as having been completely legal under tech rules by reason of having passed through inspection “unobserved”.

NOTE: No driver or pit crewmember or individual who is or has been working on specific race vehicles within any class shall perform tech inspections for that particular class.

## TECH INSPECTION

- No fluid leaks will be tolerated. These must be fixed prior to racing. Tech has the right to require any vehicle to “roll over” the tech ramps for inspection at any time.
- Any vehicle involved in a major crash (can’t drive off track without assistance / tow truck) must be tech inspected prior to being allowed to race again
- Immediately following the feature events top 4 in MHARA classes shall report to tech area for post-race inspection. If in doubt as to your finishing position, go to tech.
- Failure to report to tech immediately after the race will result in disqualification and loss of all points. Any race vehicle that is deemed by tech to “fail” the post-race tech inspection will lose all points for the entire race event.

NOTE: Tech area is restricted to the vehicle, driver and one crew member. Violations could result in DQ for that vehicle.

## ILLEGAL PARTS

- Any parts or components of a race vehicle, or any alterations or modifications to any such parts or components that do not meet the particular MHARA rules and specifications of the class in which the race vehicle is competing will be disallowed.
- Consequence for Illegal Parts: If tech finds any illegal parts on any race vehicle, such part will be voluntarily turned over to tech for duration of race event. In the event part is not voluntarily turned over, such vehicle will not be allowed to participate on the race day where illegal part is first noticed.
- If the rules do not specifically allow a part of a component, then they may be disallowed.
- Any grinding, defacing or otherwise removing or obliterating casting marks, casting numbers or any other identifying marks or numbers on a motor or chassis part will automatically render that part illegal.

## **MHARA LEASED PROPERTY/TRACK**

- Any member on MHARA property or at any club function who causes bodily injury to any other person or causes a disturbance will be ejected and may be suspended pending investigation
- Anyone running on the track, other than on a scheduled event, practice day(s), scheduled test & tune or a race day is subject to suspension.
- Anyone organizing a test and tune or practice will ensure waivers have been signed before driving on track, the facility is clean including bathrooms, garbage cans, etc. prior to leaving the facility.
- All personal property brought to the Speedway by a team must be removed with them when they leave or disposed of properly. IE: tires, race vehicle parts, used oil, etc. Any race team who violates this will be charged clean up fees at the rate of \$20 per hour.

## **BURNOUTS / BRAKE STANDS**

- Absolutely no burnouts on the front stretch or break stands of any kind allowed at any time. (see “penalty” section of this document)
- Any intentional damage to track or facility during “celebration” will result in an additional penalty of suspension for twelve (12) calendar months from date of incident.

## **PENALTY**

- Speeding in the pits 5 pt penalty
- Not stopping on the front straight 20 pt penalty
- Not stopping at tech DQ
- Spin out on track (causing damage) 20 pt penalty and black flag
- Rough driving black flag
- Incorrect safety gear (lack of safety gear) 20 pts to DQ depending on severity

## **AMBULANCE**

- ALL drivers involved in a serious crash/incident (can’t drive off track without assistance / tow truck) must be assessed by qualified paramedic/ambulance personnel prior to being allowed to return to racing. **IF** ambulance personnel determine it is not in the driver’s best interest to continue racing, that driver will not be permitted to continue racing that race day.
- Ambulance officials will notify the Tech and or Race Director of these circumstances who will in turn relay info to all track officials.
- Executive has the authority to require any driver/crew member to be examined by medical personnel at any time during race event.

## **CANCELLATION POLICY**

- Once a race program has commenced, if rain, inclement weather, or some other unforeseen circumstance results in the cancellation of the remainder of the race program, prior to the completion of the first feature race, the entire program for that day shall be deemed cancelled.

## **APPEALS COMMITTEE**

- The appeals committee shall be appointed by the board of directors and shall consist of board members

## TEST 'N TUNE

- A designated board member will coordinate the test and tunes. This person is the only one that can approve a test and tune. Anyone on the track without their knowledge (approval for test and tune) will see serious consequences (as severe and parked for the season).
- Two test and tune dates will be set for the season
- Each driver will have the option to request 3 additional test and tunes throughout the season. Drivers are encouraged to find others to attend as well so as to make it more efficient use of the board member's time.
- Drivers wishing to request test and tune outside of booked dates are expected to call the Test 'n Tune coordinator and book the track a minimum of 3 days prior. If a board member is available, the test and tune will be scheduled and a mass email will be sent out to notify every one of the test and tune date. If other drivers plan on attending a test 'n tune it is imperative that they let the coordinator or secretary know. If the original driver cancels and nobody else responds the test and tune will be cancelled.
- No shows (those booking and requesting to attend a test and tune but do not show up) will be charged \$35 test and tune fee which must be paid prior to being eligible to race.
- Rookie drivers will be able to test and tune for 2 hours prior to racing on race day.
- Exceptions will be made on a case by case basis for; those that have major damage from a previous race day Cost of participating in this activity will be determined annually in February, by the MHARA executive
- Minimum requirements for Test 'n Tunes are:
  - ❖ -All on track activities must be supervised by an MHARA executive who has the responsibility for the activity
  - ❖ -All participants must read, complete and sign the waiver and release prior to participating in the tuning and testing.
  - ❖ -There must be a communication method for contacting outside medical assistance if required (cell phone)
  - ❖ -The basic emergency provisions in place
  - ❖ -vehicle suitable to transport an injured person manned by one person certified in first aid
  - ❖ -one vehicle equipped with portable fire extinguishing equipment with no less than one trained operator
  - ❖ -one vehicle capable of removing the damaged vehicle
  - ❖ -Communication/flagging system-
  - ❖ -one person manning the track entrance while race vehicle is on the track
- No more than one race vehicle at a time on the track

NOTE: 2017 information:

Coordinator	Al Patterson
Secretary	Gwen Young
fee:	#35 for members and \$100 for non-members
dates:	May 13 and May 20
time:	10 am – 6 pm



# ***Drivers Protest Form***

Date of Protest:

Protesters Name:

Protesters Race vehicle #:

Incident Occurred in    1<sup>st</sup> Heat                      2<sup>nd</sup> Heat                      Feature Event

Who is involved in the protest?

What is the Protest?

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Protesters Signature

MHARA SIGNATURE

TIME RECEIVED

THIS PROTESTED MUST BE SUBMITTED TO DIECRTOR OF COMPITION OR TECH BEFORE YOU LEAVE THE TRACK ON DATE OF PROTEST INCIDENT.



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# ***Confirmation of Receipt and Knowledge***

I, \_\_\_\_\_ acknowledge that I have received, read, and understand the information presented in the MHARA Race Procedures Handbook.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

(Submission required by the Driver(s) of the race vehicles.)