



Medicine Hat Auto Racing Association



HOBBY STOCK

Revised for "2019" Race Season

NOTE:

- **ATTEMPTS TO "BEND" THESE RULES OR FIND AND TAKE ADVANTAGE OF "LOOPHOLES" WILL NOT BE TOLERATED. IF YOUR CAR IS NOT INSIDE THESE RULES, YOUR CAR WILL NOT RACE.**
- **MHARA Board of Directors reserves the right to amend any rule at any time as it pertains to Safety, Environmental and/or Property Issues.**

HS1 DRIVER'S SAFETY EQUIPMENT

HELMET

- **ALL helmets MUST be full face and "SA 2010" rated or newer.**
- head and neck restraint required. Must also have left and right head supports.

DRIVING SUIT / GLOVES

- **MINIMUM**-single layer driving suit SFI-1 (**MUST BE CLEAN AND IN GOOD CONDITION FOR SAFETY REASONS**)
- Double layer driving suit meeting SFI-3-2A/1 **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 backed gloves allowed.
- Racing boots with fire rating or ALL leather shoes **MANDATORY.** Boots **HIGHLY RECOMMENDED.** **NO** nylon running shoes.

HS2 MODEL

- Any North American "FULL" size standard production rear wheel drive passenger car, 1965 or newer sedan or hardtop is eligible.
- Wheelbase not less than
 - 108" GM Products
 - 104" Ford and
 - 105" Dodge Products

NB: wheelbase measured from center of rear axle to center of front lower ball joint

- **NO** station wagons, Firebirds or Camaro's.
- **The # 1 rule is STOCK.** **NO** change or modifications to the stock production cars or parts, unless written in these rules.

HS3 BODY

- No part of frame or body can be lower than 6 inches from the ground except front cross member, oil pan, sway bar, exhaust, lower rear control arms and shock mounts may be 3-inch minimum from ground level.
- Cars **MUST** be neat and repaired for **EACH** Raceday. **MUST** present a pleasing appearance to fans.

- Sheet metal must be kept in place always during the entire race event and must not be modified from original stock condition unless otherwise noted in rules package. No skirts, spoilers or other “add-ons”. **NO EXCEPTIONS.**
- Bodies **MUST** be complete and stock appearing. After market tubular bumpers are allowed but must follow the contour of the plastic nose piece. Bumper ends must be curled in, so they don’t project outside tire track / width.
- Front hoop **ALLOWED. MUST** be made of minimum 1.50” x .095” tubing. **MAXIMUM** two vertical supports per side. **NO** separate radiator protection bar **IF** front hoop is used.
- Doors must be bolted or welded shut.
- Wheel wells **MAY** be radiused. No more than 1 ½” greater than radius of tire. Radiused edges **MUST BE ROLLED** having no sharp edges.
- Front inner fender wells **MAY** be removed as per above. **NO** skinning of fenders allowed.
- Cars must be stripped of all glass and combustible material. All sharp objects must be removed. **NO** wood or lumber permitted in cars for any reason.
- Factory windshields may be retained if in good condition. Glass windshields **MUST** have four (4) steel safety tabs (two on top edge of windshield and two on bottom edge of the windshield) to ensure the windshield stays on the car.
- Lexan windshield may be used in place of factory windshield but must have minimum 3 bars in front of driver for safety reasons. If you choose not to run a windshield you must have Minimum of three windshield bars in front of driver.
- face helmet having face shield down always on track.
- Hoods **MUST** be kept in place always. **NO** hood scoops allowed.
- **STOCK** trunk hinges **MUST** be retained in stock factory location. Stock hood (only the hinges can be removed from hood / body) and trunk lid **MUST** be securely held shut by approved hood (minimum 4) and trunk (minimum 2) pins. **MUST NOT BE BOLTED DOWN.**
- Steel interior body panels can’t be gutted except for inner door panels. (4 door cars—**front door panels only may be gutted**)
- Trunk floor must be either fully stock steel or floor may be replaced with minimum 22 ga, steel in stock location. A **MAXIMUM** 6" diameter drainage hole to be cut into the lowest portion of trunk floor.
- All holes in floor, front and rear firewalls **MUST** be sealed using **MINIMUM** 22 GA thick sheet metal (**NO ALUMINUM**) riveted or welded in place. **NO** sheet metal screws allowed.
- Stock dash **NOT** required, but if removed it **MUST** be replaced with a sheet metal dash having exposed edges rolled.
- If mechanical oil pressure gauge is used, you must run metal or steel braided line, **NOT NYLON OR PLASTIC.**
- **NO FIBREGLASS OR PLASTIC BODY PARTS ALLOWED** except for composite plastic nose or tail / rear cone replacement.
- All mirrors to be removed.

HS4 ENGINE

- **ENGINE MUST BE STOCK.**
- **NO** Chev 327 CID stroked or de-stroked engines.
- Engine must be of the same manufacturer and series of engine available for that make of car. ie; GM to GM, Ford to Ford, etc.
- no high-rise or GM performance intakes
- intake must be cast iron

- Any car with casting / part numbers that have been removed or tampered with **WILL BE DISQUALIFIED.**
- **NO** adapter plates of any kind will be allowed.
- Stock or racing oil pans allowed. **NO DRY SUMPS ALLOWED**
- Only one (1) stock OEM carburetor. Stock for manufacturer of engine. Choke plate and shaft may be removed.
- Carburetor **MUST** bolt to original stock manifold without alteration of mounting hole pattern on manifold. **NO** adapter plates or spacers allowed.
- **NO** open air filters allowed.
- **NO** performance type air filters allowed. (eg. K&N or FRAM AIRHOG etc.)
- **NO** dual-line double pumpers.
- Electric fuel pump **ALLOWED.** **MUST** be mounted outside of car (i.e. under trunk floor between frame rails) **MUST** use Ford Inertia switch. Ford part number 9341A or 9341AZ. Switch **MUST** be located within driver's reach when belted in seat.
- **MUST** use metal fuel lines. **MAXIMUM** ten (10) inches of fuel hose to be used in total between fuel pump and carburetor. Double braided, high pressure, hydraulic hose with proper fittings on ends can also be used.
- Naturally aspirated engines only. **NO** turbo-charged, super-charged or forced air induction of any type permitted.
- **NO** grinding, cutting, porting or polishing of any type allowed.
- **NO** shaving head surfaces.
- **NO** roller parts allowed.
- Hydraulic lifter camshafts **ONLY.** Maximum .450 / .460 valve lift.
- No 327 or 350 high performance closed chamber, camelback, double bump cylinder heads.
- **NO** vortec cylinder heads.
- Radiator **MUST** fit between frame rails.
- Electric fans **ALLOWED**
- **NO** antifreeze or glycol permitted in radiator / water system.
- Water wetters are permitted.
- Unleaded retail gasoline **ONLY, NO ADDITIVES.**
- Exhaust manifolds **MUST** be stock cast iron. **NO** modifications. **NO** centre dump manifolds.
- Exhaust pipes **MUST** extend from manifold to behind the driver at which point they may be turned down or exit on either side of the car in front of the rear wheel wells. (Maximum 2 ½" diameter exhaust pipes)

HS5 CHASSIS & SUPENSION

- Both front springs **MUST** be the same size. (e.g. Same number of coils, same diameter, same wire size.)
- Both rear springs **MUST** be the same size. *e.g Same number of coils, same diameter, height, same wire size or same number of leaves*
- **NO** heating, cutting, shimming, spacing or modification to springs.
- **ALL** springs **MUST** be in stock location. **NO ALTERATIONS.**
- **NO** adjustable or shimmed coil spring mounts allowed.
- Rated springs allowed but must adhere to all spring criteria stated above.
- If using rated springs on rear differential, factory spring mounts may be altered to hold spring in place but the spring must be centered over axle.

- Only factory original chassis suspension parts or aftermarket equivalent/replacement parts (OEM) for make, model and year of car may be used. Factory upper control arm bolts can be replaced to achieve up to the maximum allowable camber numbers / adjustments below.
- Parts must be mounted in stock location.
- Left and right side components mounting points **must** match factory dimensions in all directions.
- Adjustment to stock suspension **MUST** remain in limits of stock adjustment.
- **No modifications** (other than stated in rules) **to gain movement** permitted.
- **NO** spacers, spring de-arching, shimming, chains, heating, lumber, etc may be used to alter stock suspension.
- Sway bars **MUST** have stock hook up in stock mounts.
- Only one stock mounting, non-adjustable shock per tire / corner in stock location.
- **ANY** single shock may be claimed for forty (\$40.00) dollars following engine claim procedure.
- **MAXIMUM** 53.8% left side with driver sitting in seat with gear on after the main event. **NO TOLERANCE.** MHARA track scales will rule.
- Maximum right front / left rear diagonal (cross weight) weight is fifty-one and one half (51.5%) percent of total car weight.
- **NO** Ballast allowed.

HS6 DRIVE TRAIN

- Stock transmissions only. **MUST** fit and be on stock OEM mounts.
- **NO** adapter plates.
- Any stock manual or automatic transmissions allowed. **MUST** have working reverse gear.
- Cars with manual transmissions **MUST** have a scatter shield of ¼ inch material installed over clutch and flywheel area.
- Transmission fluid coolers **MAY** be used but **MUST** be securely mounted inside the engine compartment, not ahead of the radiator.
- A stock, functioning, open differential rear end only. (Both wheels must turn free in opposite directions)
 - **NO** posi-trac or traction lock may be used
 - **NO** welded rear ends or Detroit lockers allowed
 - **NO** spools allowed.
- All cars **MUST** have steel, 360-degree driveshaft retainer hoops at least ¼ inch thick by 2 inches wide, **MUST** be positioned at the front and rear of drive shaft and within twelve (12) inches of each U-Joint.
- Front hoop **NOT** more than twelve (12) inches rearward of the front universal joint.
- Rear hoop **NOT** more than twelve (12) inches forward of the rear universal joint.
- Driveshaft **MUST** be painted white.
- All cars **MUST** have stock four-wheel brakes **IN GOOD WORKING CONDITION.**
- Brake lines **MUST** be stock and not restricted in any way.

HS7 TIRES / WHEELS

- Wheel spacers are **NOT ALLOWED**
- All four wheels **MUST** have the same backspacing. Tolerance is plus or minus 1/8 inch.
- **ALL** wheels should be inspected for cracks before each race.
- Wheel studs **MUST** extend at least one thread past wheel lug nut, regardless of lug nut size.
- One inch racing lug nuts are MANDATORY
- **Race Tire options are;**
 - American Racer 265 60 15 and lefts are sh for short. Each registered car will be limited to a maximum of 10 race tires, per race season (this includes any MHARA points event during each race season). Each tire must be scanned by track official before it's raced and only these tires can be used during or after qualifying for all race events (you can practice on whatever you want). Random checks will be done and if you're caught with a tire on your car not designated to you, that car / truck will be DQ's and lose all that day's points for the first infraction. If you have damaged a tire during an on-track incident and it's deemed not safe to race on, the tech official may allow you another tire but the damaged tire will come out of your allotted tires.
 - All cars must run 15" x 7" race rims.
 - Tires with sidewall lettering / markings rubbed off (sanding or grinding) or otherwise altered will **NOT BE ALLOWED**.

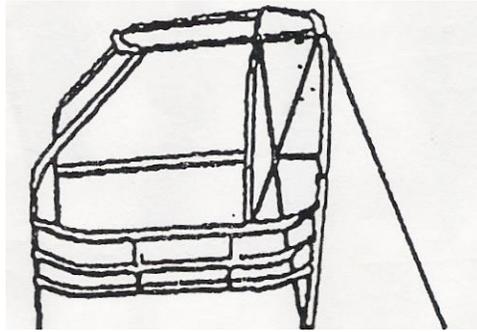
NOTE:

Tire integrity will be monitored by TECH. Tech has the discretion to disallow ANY tire, which in their opinion is a safety concern.

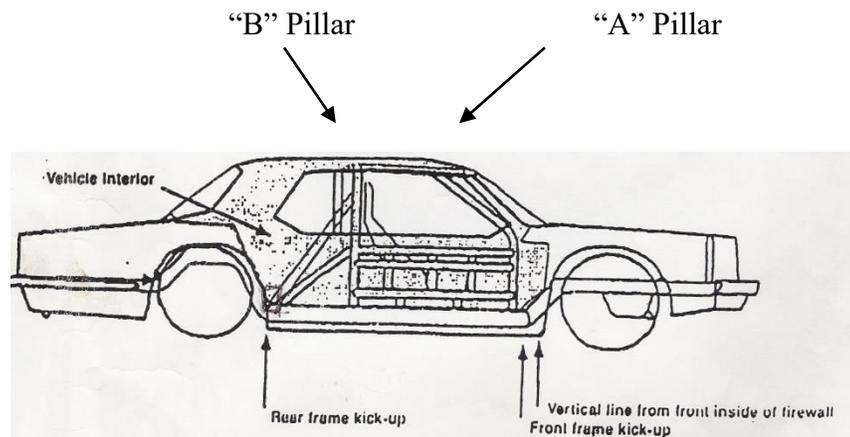
HS8 SAFETY

ROLL BARS

- Cars **MUST** have a **MINIMUM** complete 6-point roll cage.
- Rear cage hoop to be positioned within four (4) inches of "B" pillar.
- Front cage hoop to be positioned within three (3) inches of "A" pillar.
- Door bars **MUST** extend out to inside of door skins.
- **MINIMUM** three (3) drivers side kidney bars bent out as close to door skin as possible. **NO** straight bars accepted on driver's side. **MINIMUM** two (2) upright supports between each bar.
- **MINIMUM** two (2) passenger side door bars **REQUIRED**. Bent out to door skin **RECOMMENDED**. **MINIMUM** two (2) upright supports between each bar.
- Four (4) door bars are **STRONGLY RECOMMENDED** on driver's side.
- All bars **MUST** be minimum 1.75" x .095" wall thickness. **(THIS WILL BE TECHED)**



- If roll bar tubes are NOT mounted to frame, they **MUST** meet a 6" x 6" x 1/8" thick plate securely welded to floor.
- Front hoop **ALLOWED**. **MUST** be made of 1.50" x .095" tubing. **MAXIMUM** two vertical supports per side. **NO** radiator protection bar **IF** front hoop is used.
- Rear support bars can run not further back then the front top of rear wheel frame kick-up closet to the rear firewall.
- Two rear support bars **MUST** connect main hoop at least 2/3 of the height up the main hoop.
- "X" brace **MANDATORY** in rear main hoop. Horizontal harness mounting bar to be located between "X" brace and left upright of rear hoop.
- Horizontal front dash bar above stock location of steering column is **MANDATORY**. Bottom of **MANDATORY** steel dashboard **MAY** be mounted on this bar.
- Ankle bars **RECOMMENDED**. **MUST** follow existing roll cage rules. Ankle bars **MAY** be installed on both sides of car but shall attach to front hoop no more than six (6) inches above floor. Any bar higher than the six inches will be considered a "Petty Bar" and will be removed. Measurement taken at **TOP** of bar.

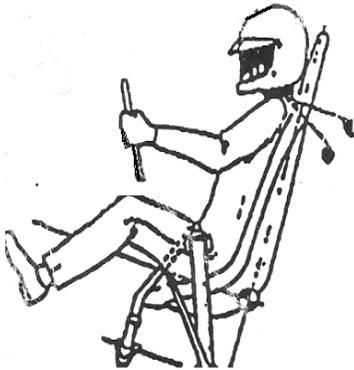


- **NO** part of the roll cage structure shall extend through the front or rear firewall except front hoop.
- Main cage members **MUST BE CONTINUOUS SECTIONS OF TUBING. NO SPLICES, BUTT WELDS etc.**
- Roll cage tubes and other structures that can be contacted by any part of the driver's body **MUST BE LIBERALLY PADDED** with approved padding.

- NO pipe insulation or pool noodles etc. allowed.
- **Steel door plates, 18 gauge or .049-inch minimum thickness, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to frame and from rear down post to five inches in front of seat. MUST be visible for inspection.**

SEAT & BELTS

- **ALL** cars **MUST** be equipped with an **APPROVED ALUMINUM RACE SEAT** which must be fastened to the roll cage. Not bolted to the floor.
- Belts to be **MAXIMUM** 5 years old.
- Five or Six-point **SAFETY BELTS**. (including sub belt (s) and shoulder harness) **MINIMUM** width of 3"
- Belts **MUST** be securely mounted to cage.
- **MHARA TECH** has the ability to not allow worn/weathered/damaged or stretched seat belts in competition.



The shoulder harness should be mounted behind the driver and above a line drawn downward from the shoulder point at an angle of 40 degrees with the horizontal.

Recommended mounting point is approximately 4 inches below top of shoulder

Seat back should be braced to prevent breaking down and allowing the driver to slide under the belts.

Most desirable lap belt mounting point is 2 ½ inches forward of seat and back rest latching action.

Recommended mounting point for crotch strap is edge of seat.

FUEL CELLS

- **NO STOCK GAS TANKS.**
- Fuel cell with “roll-over” valve in cap **MANDATORY.**
- **ALL** fuel cells **MUST** be equipped with a “flapper valve” style filler roll over valve.
- One cell per car—single pick up only.
- **NO** divided cells.
- Fuel cell **MUST** be totally enclosed in close fitting steel structure.
- Cell enclosure to be constructed of steel and **NO** more than one inch larger than fuel cell.
- Structure to be secured inside trunk compartment between frame rails, as near to rear firewall as practical.
- Structure **MUST** be secured using a **MINIMUM** of four (4) solid steel straps. **NO PERFORATED STRAPS.**
- Straps to be bolted to trunk floor. **NOT WELDED.**
- Fuel cell protection bar 1.75” X .095” tubing inside trunk is **STRONGLY RECOMMENDED.**

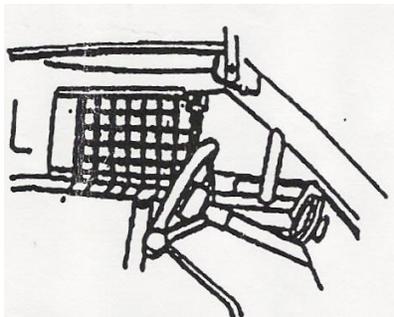
NOTE:

If spare tire “well” is large enough to contain cell enclosure, bottom of enclosure shall be no lower than TOP of axle tube when cell is full of fuel.

- Fuel cell **MUST** have screw on filler cap.
- **NO** fuel filler piping or gas lines in drivers compartment.
- If using rear facing filler neck a length of flexible neoprene **MUST** be used as part of the assembly.
- Filler neck may **NOT** be solid.
- **NO** fuel coolers or cool cans allowed.

WINDOW NETS

- Window nets on driver’s door **MANDATORY**.
- **MUST** be nylon ribbon or fine mesh type.
- **NO** string nets allowed.
- **MUST** be a quick opening type.
- **MUST** be attached to roll bar at top and door bar at bottom.
- **MUST** have a release at top of window opening that is accessible to belted in driver and track workers.
- **MUST** be constructed so that mechanism will not be damaged in case of rollover.

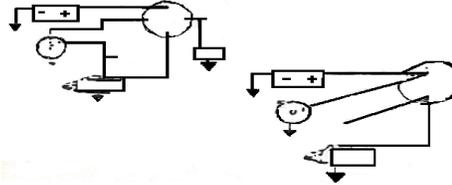


BATTERY

- **ONE BATTERY PER CAR.**
- Battery **MUST** be strapped securely inside a leak proof battery container. Solid steel strap or threaded rod and steel plate recommended. **NO** bungee cords, tarp straps, etc.
- Battery box to be constructed of steel and **NO** more than two inches (2”) larger than battery.
- Cover of battery box **MUST** hold leaking battery electrolyte when assembly is upside down.
- Battery **MUST** be in driver’s compartment, behind driver.

MASTER DISCONNECT SWITCHES

- All cars **MUST** have two (2) master disconnect switches that kill **ALL** battery power and shuts off engine power.
- **MUST** be located on driver side rear valence (package shelf).
- **OFF AND ON** positions **MUST** be clearly marked.
- **NO** exposed wiring permitted in the trunk area with the fuel cell.
- **Second master disconnect switch within drivers reach MANADATORY. Switch must be clearly labeled.**



FIRE EXTINGUISHERS

- In car fire extinguisher —system **OPTIONAL**. No portables in car on track.
- **ALL** cars in competition **MUST** have a portable fire extinguisher, serviced and tagged within the last 12 months in the pits. Minimum one fully charged 20 lb dry chemical fire extinguisher required visible in cars pit area per two cars side by side or one 10 lb per individual car.
- **NOTE:** Failure to comply will result in penalty or disqualification.

TOW HOOPS

- Every car **MUST** have a tow hoop on both the front and rear of the car which can lift the car.
- Tow hoop **MUST** be large enough to allow to easy hook-up of tow strap / cable / hook.
- Tow Hoop **MUST** be painted bright yellow.

HS9 NUMBERING

- Car Numbers **MUST** be a minimum of 20" high on each door and roof with a minimum 2" width.
- Roof numbers **MUST** have the bottom of the number on the passenger side of the car.
- **NO** foil or metallic numbers allowed.
- Car number **MUST** contrast with car color.

NOTE:

If scoring/ flag tower cannot see the number, the car will not be scored.

- Driver name **MUST** be on roof above driver door.

HS10 BUMPER FOR ROOKIE DRIVER

- Rear bumper for **ALL** rookie drivers **MUST** be painted yellow. **MINIMUM** three (3") inch yellow stripe full length of bumper (side to side).
- Rookie driver is determined by criteria listed in club rules.

HS11 COMMUNICATION DEVICES

- NO transmitting or listening devices **ALLOWED** in car except track mandated raceceivers.
- NO electronic monitoring computer devices capable of storing or transmitting information except tachometer allowed in cars.
- 1 wireless camera securely mounted in the front passenger side dash area, **NOT** within driver's reach **ALLOWED**.

HS12 TRANSPONDER UNITS

- Transponder units **MANDATORY**.
- Transponders to be located 125" behind forward most point of front bumper.
- Inside right-side frame rail suggested.

HS13 CLAIMS

NOTE:

- Engines Involved in a claim will be examined by Tech prior to claim or exchange being completed.
- Should any parts be deemed illegal the claim will be denied and the offending driver will lose all points and payouts for that race day.
- If the engine swap is chosen and either engine is found illegal the opposing driver has the option to deny the claim
- If exchange option is exercised and claimer's engine is found to be illegal when inspected by Tech Official, claimer will be assessed a fine of \$200.00 in addition to a loss of points and payouts for that race day.

HS13 –A –ENGINE CLAIM

- Any driver who finishes in the top four positions after the main event may be subject to an engine claim.
- Cost of claim is seven hundred and fifty (\$750) which must be paid in CASH to Tech official immediately after main event in claim area.

GENERAL GUIDELINE

i) Engine Claim does **NOT** include:

- | | | |
|-----------------|-----------------|---|
| 1) flywheel | 2) clutch | 3) pressure plate |
| 4) bell housing | 5) carburetor | 6) exhaust manifolds |
| 7) starter | 8) motor mounts | 9) fan and pulleys |
| 10) clutch ball | 11) clutch arm | 12) throw out bearing |
| 13) dip stick | 14) water pump | 15) fuel pump |
| 16) distributor | 17) plug wires | 18) sending units & switches for oil pressure and water temperature |

Oil coolers and oil filters may be taken off but **MUST** be replaced with new filter to seal unit.

NOTE: CLAIMED DRIVER HAS THE FOLLOWING OPTIONS:

- a. *accept claim amount in cash*
- b. *accept one hundred dollars (\$100) cash and swap motors with claimer*

CLAIM PROCEDURE

1. Any driver (who is a MHARA member in good standing) that finished in the top 20 in point standings (within Hobby Stocks class) at the Medicine Hat Speedway, the previous race season is eligible to claim opening night. ***NEW DRIVERS ARE NOT ELIGIBLE TO CLAIM ON FIRST NIGHT.***
2. In order to claim on second and subsequent race nights, the claiming driver **MUST**:
 - a. have been a member (in good standing) for at least one previous race day
 - b. **MUST** have competed within the Hobby Stocks class, in the two most recent race days

CLARIFICATION NOTE: Competed as defined for this rule package shall mean "took green flag in at least one race on the previous race day and been awarded points.
3. Driver allowed only one claim per event, regardless of claim outcome.
4. No driver may claim same driver's engine more than once, during current calendar year.
5. Driver being claimed is subject to only one claim per event.
6. Top four finishers must report directly to claim area after stopping on the front stretch for trophy presentation and are subject to claim by any other driver and (who meets above criteria) finishes on the lead of the feature.
7. Failure to report directly to claim area will result in disqualification and loss of money and points for first infraction (engine is still claimable); will be treated as engine claim refusal for second infraction. (Exception: If car is involved in accident or rendered unable to drive directly to claim area. Car will be towed to claim area.)
8. Driver making claim must drive immediately after feature, under own power, directly to claim area.

Driver must have correct amount of cash on person.
9. Claim must be made to official immediately after feature event.
10. Only involved drivers and officials are allowed in claim area, and drivers remain in cars. No communication of any kind between drivers and anyone outside claim area.
11. Only driver may claim and only driver may agree to sell or refuse. In case of multiple claims on same engine, drawing will be held to determine outcome. Claim is not charged to drivers not awarded engine. If first eligible driver withdraws claim, next eligible driver will be awarded claim.
12. Once claim has been made and accepted, engine is not to be started and car is to be pushed wheremove will occur.
13. Should any driver voluntarily withdraw a legal cash engine claim, they will be charged with the claim and fined \$100. If exchange option is chosen by claimed driver, claiming driver can not withdraw claim, if so, it will be treated as engine claim refusal. Claiming driver is responsible for lift charges by tow truck for one or both engines if swap is chosen.
14. Should any driver voluntarily withdraw a legal shock or carburetor claim, they will be charged with the claim and no penalty.
15. Engine must be removed at track and must be removed within a reasonable amount of time, at discretion of track officials.
16. Any sabotage discovered while removing claimed engine will result in same penalties as engine claim refusal. Drivers are accountable for any sabotage, and will be responsible for all penalties as a result of sabotage. Claim will be disallowed and money returned to claimer.

17. Disqualification of claimed or claiming driver will not affect legal claim. Engine will be removed and transferred prior to any penalties being assessed.
18. Unsportsmanlike conduct during any claim procedure will result in an immediate minimum \$100 fine and/or suspension.
19. Promoter (MHARA) may claim, for proper dollar amount, any engine at any time, unless that driver has made a legal claim in that event.
20. Any promoter directly affiliated with an MHARA car in competition (at their track) forfeits right of promoter claim. Driver claim takes precedence over promoter claim.
21. ALL claimed engines (claimed by promoter) will be auctioned off at flag meeting on following race event. Should the reserve bid (claim amount) of claim not be met, the engine will be auctioned off to the public at the autograph session. Claimee is NOT eligible to purchase engine at this auction.
22. During any cash claim, the engine will be inspected for legality prior to transfer. If engine is found illegal, driver will be disqualified.
23. During any exchange claim, both items exchanged must be legal. If any claimed item is found illegal, driver with illegal item is disqualified. Driver with legal item has option to accept or decline claim.
Additional penalties may apply, depending on infraction.
24. MHARA reserves right to revoke claim and claiming privileges, or deny any claim if and when deemed necessary.
Driver allowed only one claim per event, regardless of claim outcome.

CLAIM REFUSAL

1. Refusal of claim shall result in loss of all money, trophies, points, and contingencies for the night of refusal; and loss of all MHARA points to date.
2. If either party refuses claim, one hundred (\$100) will remain with MHARA and such money will be deposited into "Track Restoration Fund" with remainder being returned to claimer.
3. Any driver refusing a claim, when claimed within rules, regardless of reinstatement with MHARA, loses right to claim any other MHARA driver for 12 calendar months from reinstatement date.
4. First refusal will also result in driver being suspended for that drivers next race event from refusal date and until \$400 is paid to MHARA.
5. Second refusal will result in driver being suspended from MHARA events for 30 days from refusal date and until \$500 cash fine is paid to MHARA.
6. Third refusal is 1-year suspension from MHARA from the date of refusal.
7. All fines must be a cashier's check or money order and be received by MHARA prior to driver returning to competition. Track may also suspend car for duration of penalty.
8. Claim is not charged to claiming driver in case of a refusal.

HS13 –B –SHOCK CLAIM

- Any single shock may be claimed for forty (\$40.00) dollars following engine claim procedure.
- NO exchange provision for shock claims
- One shock per claim
- One claim per driver per night