

OFFICIAL COMPETITION RULES OF THE MIDWEST TQ RACING LEAGUE

JURISDICTION AND ADMINISTRATION

- 1.0 Effective Date of These Rules: January 01, 2009
- 2.0 Revision of Rules: The MTQRL reserves the right to revise these rules or any supplements thereto at any time.
- 3.0 Scope of These Rules: The MTQRL shall exercise the right to authorize and supervise automotive competitions; to make and construe rules for and to render decisions concerning them; to grant, refuse or withdraw licenses, sanctions and approvals, to assign and cancel dates for competitions; to appoint and rescind the appointment of officials; to impose and remove penalties for violation of its rules; to establish standards of eligibility for participation in competitions; to establish rules for its own procedure; and to do any and all things which, in its judgment, are consistent with the enhancement of automobile competitions.
- 4.0 Special Rulings: The MTQRL reserves the right in an emergency to make special rulings which it deems conducive to the well-being of an automotive competition and voluntary participation of any competitor in the competition shall constitute recognition of this right. The authority is also vested in the Stewards of the event.
- 5.0 Voluntary Association: The MTQRL is not and does not desire nor propose to establish a monopoly in automotive competitions. It owns no racing facilities. No licensed member is a contractor with it for performance or nonperformance. Resignation is at will of any member at any time. In fact, no person may be a member of it or associate with it or participate in its activities in any way excepting of his/her own free will.
- 6.0 Liability: MTQRL's regulations are promulgated for the improvement and stabilization of the activity, and are without responsibility. Every track owner, race organizer, car entrant, driver, mechanic, or other person(s) in making application for licensing, or receiving a license or being permitted to participate in a competition, and any person accepting an official appointment or acting in an official capacity in connection with any competition sanctioned by the MTQRL formally agrees to be bound by these regulations and by any modifications of them, and recognizing that automobile racing is a hazardous undertaking, assumes all of the risk by reason of their participation in association with automobile racing, and does for themselves, their heirs, executors and administrators, successors and assigns, release and discharge the MIDWEST TQ RACING LEAGUE and its respective Stewards, Officials, Agents or Administrators, successors and assigns for any and all liability for personal injuries that may be received, and FROM ALL CLAIMS AND DAMAGES FOR INJURY to person or property growing out of or resulting from any races, races, or any other competitions whatsoever, including qualifications, practice runs and/or exhibitions or other appearances whether contemplated or held under these RULES or caused by any construction or conditions of

any track or tracks, equipment, cars or other devices used therefore, or by reason of any alleged cause or condition of any nature whatsoever.....

LICENSING AND REGISTRATION

- 7.0 Membership/Licenses: Any person may become a member of the league upon payment of the active annual dues and execution of an Agreement of Release.
- 8.0 The MTQRL, at any time may reprimand or remove from membership and member of the League.
- 9.0 All drivers are required to be a minimum of fourteen years of age and be capable of providing proof thereof.

RACE ADMINISTRATION

- 10.0 Selection of Executive Race Officials: The MTQRL will select and announce the list of executive race officials for each competition.
- 11.0 Executive Race Officials may include, but are not limited to the following:

- Director of Competition
- Chief Steward
- Pit Steward
- Chief Starter/Flagman
- Technical Director
- Chief Registrar
- Safety Director
- Director of Timing and Scoring

- 12.0 Authority of Executive Race Officials: The executive race officials shall have the only authority and responsibility, acting individually or severally, to apply the rules, procedures or bulletins, as regards the particular competition, except that they may delegate this authority to their assistants.
- 13.0 Chief Steward's Duties and Powers: The duties and powers of the Steward(s) shall include the following: the Chief Steward is the final authority on the content of the official posting of the qualifications and finish of the race and is empowered to pronounce penalties both during and after the competition which may affect the

posting. He has the authority to make the final decisions within the rules during the racing event. He may be assisted by other officials or officers.

QUALIFICATIONS

- 14.0 The qualification order shall be determined and announced before each race event.
- 15.0 The qualification attempt: Each car shall be given two timed qualifying laps in succession unless time restraints require only one lap or a pea pick draw. When the green flag is given in time trials, that lap shall be counted. If a car does not make a qualifying attempt when that car is scheduled to do so, as per qualifying order, that car shall lose one qualifying lap and be moved to the end of the qualifying order. Should a car stop anywhere on the course before starting a qualifying attempt (taking the green flag or light) it will be given only one lap to qualify. Cars not qualified by the end of the scheduled qualifying period will run "scratch" positions in the first heat race with an opening. "Scratch" is defined as the inability of the pit crew to have a car ready to compete in its' next scheduled event. This will place the car in the last position of a heat race or the last position of the semi-feature race they would be scheduled to run. "Withdrawn" is defined as the inability of a car to compete in any remaining events of the meet. In the event of identical qualification times, the affected cars will be ranked in the order in which completed qualifications occurred.

ROOKIE DRIVERS

- 16.0 Rookie drivers shall start in the last position a minimum of 3 events of all races in which they compete. The Chief Steward has the authority to require a rookie driver to start more races in the last position, if, in his opinion, a driver needs more experience before starting in his proper position. "Rookie Driver" shall be a driver who previous to this season has never driven a larger class of car or a three-quarter midget more than three (3) times in competition.. For a driver to compete as a Rookie Driver, he/she must sign the proper declaration forms.

RACES

- 17.0 Meeting of Drivers, Car Owners/Entrants and Officials: Prior to each race, the Chief Steward shall conduct a meeting of drivers, car owners/entrants for the discussion and

interpretation of the rules and any specific regulations applying to that race. All drivers, car owners/entrants are required to attend, and it is their responsibility to do so. Any driver, car owner/entrant failing to attend may subject their car to a penalty as may be imposed by the Steward's (including disqualification) and shall be charged with knowledge of the matters discussed at such meeting as if he had been present.

18.0 Scheduled Distance: The scheduled distance shall be announced before each race event. Distance shall be a minimum of 12 lap heats and 18 lap "B" mains unless track conditions dictate otherwise. The Chief Steward has the power to change if needed.

19.0 Flag Signals: The Flagman shall use flag signals according to the following code:

Green Flag: Start, course is clear.

Yellow Flag: Caution-reduce speed with caution and maintain your position.

Red Flag: Stop-the race has been halted.

Black Flag: Stop at designated area within 2 laps.

Royal Blue with Orange Diagonal Stripe: A lapping driver is attempting to pass-give him/her consideration.

White Flag: The leader has commenced his last lap.

Checkered Flag: You have completed the race.

20.0 Starting Procedure: All drivers must form in their proper position on the parade or pace laps. They must remain in position unless mechanical difficulty occurs. In the event a driver drops out due to mechanical difficulty the balance of the field should maintain their assigned positions unless otherwise instructed by the Chief Steward. Drivers dropping out of the parade or pace laps will not be considered cause for delaying the start. They may be left behind at the official start, and not be permitted to restart. Cars whose engines are not running by when the field is formed shall be moved to a designated area. In the event a pace car is used, the pace car will leave the track at the appropriate time. On the lap designated by the Chief Steward, the pole car will gradually accelerate and pace the field to the starting line. The start will be signaled with the green flag and/or green light and will not be considered a start unless the green flag and/or green light have been displayed. The pace car will not be passed by any car unless ordered by the Chief Steward. In the event a pace car is not used, the pole car will set the pace for the parade and pace laps. Racing commences at the display of the green flag or light. If, after two attempts to start a race, no laps have been scored due to any accident and/or spin, there will be a single file restart. Any car(s) judged to be at fault for the delay can be moved to the rear of the field at the discretion of the Chief Steward.

21.0 Hazardous Mechanical Conditions: A car at any time during the racing event that evidences any hazardous condition will not be permitted to continue in the competition until necessary repairs have been made. The Technical Director, or his representative's, decision as to whether a car will be permitted to compete is **non protestable**.

SCORING

- 22.0 Moment of Starting: The timing of a race shall begin at the moment when the front wheels of the lead car reach the starting line after the proper signal has been given by the flagman.
- 23.0 Method of Scoring: A single start/finish line will be clearly defined across the racing surface in the immediate area of the Flagman's stand.
- 24.0 Timing and Scoring: For each race, the Director of Timing and Scoring will create a record of the physical sequence in which each car crosses the start/finish line, including the pits, from the moment of starting through the official completion of the event. This record is the primary race scoring record. Other substantiating scoring records may be created at the discretion of the Director of Timing and Scoring. In the event of a yellow caution period, the scorer is required to record the order of all cars as they cross the finish line. This will assist in positioning the cars for a restart. A car will be officially credited with a lap only when its front wheels cross the start/finish line after completing one entire circuit of the course, as determined from the scoring records set out above.

RACE COMPLETION

- 25.0 The race shall be considered completed at the moment the checkered flag is displayed and the front wheels and/or transponders of the lead car cross the finish line regardless of the actual distance completed. The race shall be considered completed when, after this moment, each car still running on the course, in the opinion of the Flagman, has had sufficient opportunity to return to the start/finish line. The decision as to the completion of the race is **non protestable**.
- 26.0 A race event will be incomplete unless more than 50% of the scheduled distance has been run by the race leader.
- 27.0 The checkered flag will be displayed to the race leader as he/she completes the last lap under momentum created by his/her own vehicle, and will continue to be displayed to each successive car as set out above until competition is completed.
- 28.0 Final standings will be determined by the sequence in which the cars completed the scheduled distance. Cars not completing the scheduled distance will be ranked in order by total laps completed and sequence of completion.

- 29.0 If a race is stopped by the use of the red flag and is ruled complete, final standings will be determined by ranking all cars in order by total laps completed and sequence of completion through the last official race lap. The Stewards are empowered to make every effort to restart a red flagged race if the conditions warrant. The Stewards decision to restart or not to restart a red flagged race is **non protestable**.
- 30.0 Ties- In the event the scorers are unable to conclusively determine any difference in the physical sequence for two or more cars, the Stewards are empowered to declare a tie for the positions involved, and prizes will be divided among those cars declared to have tied. The Stewards decision as to whether to declare a tie is **non protestable**.

PENALTIES

- 31.0 The Chief Steward or Director of Competition has the authority to pronounce penalties. Any person or organization violating these rules may be penalized.
- 32.0 Scale of penalties: penalties may be:
- Fines
 - Laps
 - Forfeiture
 - Disqualification
 - Exclusion
 - Suspension
 - Loss of points
- 33.0 Alcoholic Beverages and Illegal Substances: The use or presence of alcoholic beverages or illegal substances of any sort are strictly prohibited on the course or in the pit area during the conduct of an event, and may result in exclusion from the competition or suspension of membership.
- 34.0 Improper Language or Conduct: Any person(s) physically located in any area controlled by the MTQRL, who, at any time uses improper language, in the judgment of the Chief Steward or the Director of Competition, in addressing any official, officers, members of the MTQRL, or other persons serving in an official capacity, may be assessed a fine or be excluded and may be further penalized as provided herein.

CAR NUMBERS

- 35.0 Approval: All numbers must be approved by the Steward of Timing and Scoring.
- 36.0 Number “1”: The number “1” shall be reserved for the championship car owner from the previous competition year.
- 37.0 Location and Site: Car numbers should appear on the tail, behind the driver, on both sides and should be a **minimum** of 10” or more in height. On the nose of the car the numbers should measure a minimum of 8” in height. All numbers should be clearly visible. No prism or metallic type numbers will be permitted.
- 38.0 Non-Compliance: Drivers, owners, or entrants of a car whose numbers do not comply with these rules and/or do not meet the approval of the Steward of Timing and Scoring shall have no standing to protest the scoring of an event.
- 39.0 Reservation of Numbers: Car numbers (other than “1”) shall be reserved for the car owner holding said number from the previous season until February 28th of the following year. Numbers will be forfeited if the car did not compete in three or more events during the prior year. If membership dues and confirmation of said number with the Secretary are not satisfied prior to said date, the number shall be subject to selection by another applicant.
- 40.0 Reserved Number: Each car will have a reserved number to be used for scoring and points for that car only.
- 41.0 **Car Owner Points: A car owner may transfer number and points one time per year to a new car, but may not go back to the previous car. The same number must be retained for scoring use.**
- 42.0 Driver Points: A driver may receive points in any car for the year.

SAFETY EQUIPMENT

- 43.0 All drivers are required to wear an approved 2000 Snell full faced helmet and eye protection while on the track. Approved s.f.i. rating 3.2a or above fire resistant helmet sock and/or helmet skirt will be required during practice, qualifications, and racing events.

- 44.0 Driving Suits: All drivers must wear an approved fire resistant, s.f.i. rating 3.2a rating or above (nomex) type driving uniform during practice, qualifications and racing events. Any two piece driving suits will require approved s.f.i. rating 3.2a or above (nomex) fire resistant underwear underneath driving suit during practice, qualifications, and racing events. NO nylon driving suits are allowed at any time.
- 45.0 Gloves: All drivers are required to wear fire resistant gloves which fully cover their hands and fingers during practice, qualifications and racing events. All drivers are required to wear fire resistant driving shoes during practice, qualifications and racing events. Fire resistant socks are not required.
- 46.0 Neck Collars: All drivers are required to wear neck collars and/or Hans/Hutchins devices.
- 47.0 Arm Restraints: Arm restraints are mandatory and shall be adjusted so as to prevent the drivers' arms or hands from protruding outside of any plane of the roll cage.
- 48.0 Safety Harness: Use of a racing approved safety belt, shoulder harness and anti-submarine belt is mandatory. The belt must be three inches wide, and fastened securely to the frame of the car. Belts and harnesses used in conjunction with the cages are to be of a type to keep the drivers' body from stretching out of the cockpit in the event of an overturn or collision. Both the fastening mechanism and the belt condition are subject to the inspection and approval of the Technical Director. Safety belts must have a quick opening metal to metal clasp. Belt material must be as short as possible. Belts must be worn as tightly as possible. Lap belts must be worn in such a manner that it passes around the pelvic area at the point below the anterior superior iliac spines. Under no condition may it be worn over the area of the intestines and abdomen. The belts should not pass over the sides of the seat. The belts should come through the seat and out the bottom of each side, thereby wrapping and holding the pelvic area over the greatest possible area. Where the belt passes through the sides of the seat, the seat edges must be rolled and/or grommeted to prevent chafing or cutting of the belt. Date of manufacture shall be clearly visible and shall be no older than four years.
- 49.0 Fire Extinguishers: It is mandatory that each car per race trailer have in it's pits an easily accessible, fully charged 2 1/2 pound dry powder fire extinguisher or it's equivalent. A gauge or current inspection tag shall be attached to each fire extinguisher.

CHASSIS REQUIREMENTS

- 50.0 Chassis Specifications: Designs are limited to four wheeled, open cockpit, open wheeled, single seat vehicles fabricated for racing purposes.

- 51.0 Driveline: All cars must have an active driveline between the driver's legs, perpendicular to the axles. The driveline must consist of a continuous 1 to 1 ratio connection, between the crankshaft of the engine, and the lower quick change gear in the rear end.
- 52.0 Wheel Base: 58" to 65"-centerline of the front axle to the centerline of the rear axle.
- 53.0 Tread: 38" to 48"-measured center of the tire to the center of the tire at centerline of the wheel.
- 54.0 Weight: Minimum 625 pounds.
- 55.0 Wheels: Minimum diameter 10", maximum diameter 13".
- 56.0 Aluminum Axles: Axles constructed of aluminum must be a minimum of 1 1/2" solid aluminum axle. Aluminum must be of 7075T6 specification. Larger diameter axles, with or without gun drilled holes must provide equal or greater strength than the minimum. This is subject to MTQRL technical inspection.
- 57.0 Steering: Approved quick release steering wheels are mandatory. The steering gear and all steering linkage must be of good workmanship and must pass inspection of the Technical Director. No brazing will be permitted on any drag link, pitman arm, or steering gear.
- 58.0 Roll Cages: Roll cages are mandatory. Cages are to be constructed of material not less than 1 1/4" O.D. chromoly steel tubing with a minimum wall thickness of 0.095". Cages must be securely anchored to the frame of the car and have rounded corners with upper horizontal members above the driver's head (3" is strongly recommended). Tubing in the roll cage cannot be spliced to increase or decrease wall thickness. SFI-5 roll cage padding to the sides of the roll cage is required. Cars constructed before 12/31/87 must have roll cages constructed of material not less than 1 1/4" O.D. chromoly steel tubing with a minimum wall thickness of 0.083" or 1" O.D. chromoly with a minimum wall thickness of 0.125".
- 59.0 Nerf Bars: All cars must have nerf bars, which shall be constructed of appropriate material and extend from each side of the car to the centerline of the tire tread, not to exceed the outer edge of the rear tires.
- 60.0 Bumpers: Front and rear bumpers shall be constructed and designed to as to eliminate the danger of hooking other cars in case of contact. No part of the rear bumper shall extend below the lowest horizontal tube unless it is of the basket design. The rear bumper shall be designed and constructed of a material so as to allow the use of a push truck. Front and rear bumpers shall be no wider than they attach to the frame.

- 61.0 Seats: All seats must be securely fastened in such a manner that the seat will not come in contact with the driveline, brakes, or the ground. The seat must be constructed of aluminum, mounted with a minimum of four 5/16" bolts with 2" diameter washers under the heads of the bolts. The minimum thickness of washers shall be 1/8" if aluminum, and 1/16" if steel.
- 62.0 Aerodynamic Devices: No air foil, wing, spoiler, or other air deflection device designed to create down force will be permitted. Wedge hoods are allowed with a maximum of 2" high sideboards.
- 63.0 Cockpit Panels: Right side cockpit side panels are allowed with a maximum height of 28" from the lowest point of the seat. Cockpit side panels are prohibited on the left side.
- 64.0 Visors: Visors must be securely fastened. They may not obstruct the view of the driver from the cockpit.
- 65.0 Firewall: An effective metal firewall must be installed between the engine compartment and the cockpit. It must be as leak proof as possible.
- 66.0 Belly Pans: All cars must have full belly pans that extend to the front of the engine. The engine cannot protrude down through a hole in the belly pan. Approved diapers are mandatory at pavement races.
- 67.0 Breather Tanks: The oil breathing system must be so designed as to prevent oil from coming in contact with the track surface. Operable breather catch tanks are recommended.
- 68.0 Ignition Switch: All cars must have an operative ignition kill switch. It must be located on the steering wheel, or on the dash and can be identified with a brightly colored circle. This switch must have a positive "on" and "off" position.
- 69.0 Fuel System: All cars must be equipped with a fuel shut off valve between the fuel tank and the fuel induction system and must be within easy reach of the driver while under power. Fuel tanks must be constructed and supported to insure against breakage and must be within body contour of the car, or must be an approved tail tank. If an electric fuel pump is used, the control switch must be mounted on the dash and marked "fuel pump". The fuel vent must be a check valve or a vent hose that extends past the bottom of the fuel tank. No gasoline or nitrous oxide allowed. The top end lubes are permissible.
- 70.0 Clutch: All cars must have a driver actuated metal to metal disengaging device between the engine and the driver wheels. No torque converters or torque multiplying devices are permitted. Clutches are permitted.
- 71.0 Exhaust: The exhaust pipe must extend outside the body of the car. It is not to be

directed in the air stream of the driver. Mufflers may be required if track conditions warrant.

- 72.0 Brakes: All cars must have a braking system capable of locking and sliding the rear wheels on pavement.
- 73.0 Suspension: All four wheels must have functioning suspension components with dampening devices. No rigid mounted axles are allowed.
- 74.0 Cooling and Overflow: Radiators/Oil Cooler must be contained within the frame rails, forward of the firewall. Coolant overflow tanks are mandatory.
- 75.0 Batteries: Wet batteries may be used, provided they are leak proof type] (motorcycle), and are securely mounted to the chassis.
- 76.0 Safety Hubs: Safety hubs (floater type) are required on both sides of the rear axle if it is less than 1 ½” in diameter.
- 77.0 Spindles: Front spindles must use a minimum of 5/8” king pin. The use of stock Crosley spindles are prohibited. Magnaflux is recommended.
- 78.0 Fasteners: Any bolt or nut used in steering or suspension systems must be commercial grade #5 or better. The use of grade #9 is recommended.
- 79.0 Throttle Linkage: Positive mechanical type, or approved enclosed cable type throttle linkage is mandatory. These systems must use a minimum of two return springs, one of which must be capable of closing the throttle in the event of a linkage failure. Throttle pedal toe straps are mandatory.
- 80.0 Body Panels: The body must give the appearance of completely covering the car frame and must be fully painted.
- 81.0 Compliance with Specifications: Any car not conforming to these rules and regulations will not be allowed to compete without permission from the Technical Director.

ENGINE TYPES AND SPECIFICATIONS

- 82.0 Type 1- Dual Overhead Can (840cc, 51.25 cubic inches) inclined valves, over 10 degrees. Individual intake and exhaust ports, canted valves Hemi type combustion chamber (flow thru head).

- 83.0 Type 2- Single Overhead Cam (840cc, 51.25 cubic inches) inclined valves over 10 degrees. Individual intake and exhaust ports canted valves Hemi type combustion chamber (flow thru head).
- 84.0 Type 3- Multi Valve Engines (700cc, 42.707 cubic inches) Any engine with more than one intake valve or one exhaust valve per cylinder.
- 85.0 Any engine which is illegal in stock form must be proven legal before it is allowed to compete.
- 86.0 If the engine displacement cannot be checked by equipment currently possessed by the MTQRL, it shall be the responsibility of the party introducing the engine to provide a device to verify displacement. This device must be approved by the MTQRL. In the event that no device is available to verify displacement, the engine must be disassembled to measure the bore and stroke.
- 87.0 No blowers, rotary engines, turbine engines, or turbos are allowed.