

MMRA Baby Grand 2011 Rulebook



Purpose and Vision of MMRA

1. To set the example and lead the way in the area of Baby Grand safety.
2. To use the sport of MMRA racing to teach positive values and attitudes to our competitors and their families, which will help them be more successful in life.
3. To provide a national rulebook maintaining uniformity among Baby Grands nationwide.
4. To provide a steppingstone allowing MMRA racers to advance to professional racing immediately after leaving MMRA.
5. To enforce the national rulebook firmly and fairly, providing a level playing field among all competitors.
6. To recognize and promote the achievements of our racers and help them attract more sponsorship for their teams.
7. To lower the expense and complexity of Baby Grand racing making it easy for new racers to join the sport.
8. To attract enough race teams across a wide enough geographic area to enlist major national sponsorship.



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Miniature Motorsports Racing Association 2011 Baby Grand Rulebook

GENERAL DISCLAIMER STATEMENT

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

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or to impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation of, or deviation from these rules is left to the discretion of the officials. **THE OFFICIAL'S DECISIONS ARE FINAL.**

MMRA CODE OF CONDUCT

All MMRA members will be expected to abide by the following code of conduct at all MMRA events in 2011. **The driver is responsible for the actions and words of his owner, pit crew, etc. in all respects. Throughout this section, the word "driver" shall mean the driver and anyone associated with that driver at the track.** The driver shall be the sole spokesperson for his / her car owner and pit crew in any and all matters, and must deal with MMRA officials only regarding their conduct and behavior. Anyone witnessing a violation of this policy anywhere on the facility where an MMRA event is taking place should fill out the report form (Exhibit C) at the end of this rulebook and submit it to an MMRA official.

1. Harassment of MMRA or track officials, safety crews, ambulance crews, or spectators will never be tolerated. Harassment is any screaming, yelling, or threatening words and/or actions. When conflicts or concerns arise, drivers are expected to share their concerns in a controlled manner. Violation of this policy will result in a \$100 fine with each additional offense generating a \$100 greater fine – i.e. \$200, \$300, \$400. All fines must be paid before driver will be allowed to participate in any additional MMRA events.
2. Harassment of other racers and/or their crews, families etc. will not be tolerated. When harassment occurs in a pit area, the offending driver will be considered to be the driver who does not belong in that pit. When harassment occurs anywhere other than a team pit area, both parties will be considered to be at fault and will be fined. As such, if you want to ensure you do not receive a fine for harassment, stay in your team pit area. Violation of this policy will result in a \$100 fine with each additional offense generating a \$100 greater fine – i.e. \$200, \$300, \$400. All fines must be paid before driver will be allowed to participate in any additional MMRA events.
3. Physical violence will never be tolerated. Any driver who physically attacks anyone, at any time, will be fined up to \$500 and will be automatically suspended for the rest of the racing season. If the violence involved a weapon, the driver will be banned from further MMRA competition for life.
4. Any driver who uses his car as a weapon – i.e. ramming another car after the race etc. will receive a fine of \$100. If the altercation occurs outside the track where bystanders could be hurt the fine will be \$250.
5. If, in the opinion of the track officials, a racer intentionally wrecks another car during the race, the offending driver will be fined \$100.
6. Any concerns regarding the racing events must be taken to MMRA officials only. No driver should ever go to a local racetrack official with concerns/complaints. These must be brought to the attention of the track by MMRA officials. Any driver who leaves the pit area and confronts track officials in the track tower during racing events will be immediately thrown out of the MMRA event and fined **\$500**. This is a serious offense that can ruin MMRA's relationship with a track, and it will not be tolerated.
7. No crew members are permitted on the race track at any time except if requested to be there by an official.

8. Everyone associated with MMRA racing is expected to abide by all local track policies and procedures. Violation of local track policies and procedures can result in fines or suspension from MMRA events.

9. All personal property brought to the speedway by a team must be removed with them when they leave. Examples: tires, race car parts, used oil, etc.

10. No alcohol is permitted in MMRA pit areas before, during, or after MMRA events. Our Future Stars series is designed to be family friendly and those caught in violation of this rule may be fined up to \$100.

MMRA PENALTIES/FINES

MMRA officials may apply penalties and/or fines for non-compliance with any part of this rulebook. Penalties and fines will be assessed according to the guidelines below. Any fines must be paid before driver will be allowed to join or race in any additional MMRA events regardless of the elapsed time between the infraction and the return to competition.

Mis-Adjustment Infraction – Examples of this type of violation include but are not limited to minor ride height, minor wheelbase, slightly underweight, etc. The penalty for this type of infraction will be no less than the loss of 5 positions and/or placement as the last car on the lead lap

Minor Technical Infraction – Fine of up to \$250 and/or disqualification from the event in question and/or suspension from one additional event. Any illegal parts in question will be confiscated by MMRA officials.

Serious Technical Infraction – Fine of up to \$500, disqualification from the event and suspension from one additional event to the entire remaining racing season. Any illegal parts in question will be confiscated by MMRA officials.

Refusal to Turn Over Illegal Parts – Fine of \$100 - \$250, disqualification from the event, suspension from one additional event to the entire remaining racing season.

Refusal to Submit to Tech Inspection – Fine of \$100 - \$250, disqualification from the event, suspension from one additional event to the entire remaining racing season.

Rough Driving – If MMRA or track officials observe rough driving during an event, that driver may be moved back in the final finishing order for that race only by MMRA or track officials.

MMRA POLICIES/PROCEDURES

MMRA will operate according to the following policies and procedures throughout the 2011 season.

Rain Policy – A. If a Touring Series or Grand National race is stopped for any reason after ½ the laps are completed, the race will be considered official and the running order will become the final finishing order.

B. If a Touring Series or Grand National race is stopped before half the laps are completed, the race is cancelled. MMRA will keep \$20 of each entry fee for that event only to offset travel expenses for tech officials. In addition, everyone signed in for the event will receive first place points.

Refund Policy – MMRA membership fees are non-refundable. Entry fees for Touring Series or Grand National events are partially refundable only under the following conditions – if MMRA is notified in writing at least two weeks prior to the event that a pre-registered driver would like to cancel their entry, MMRA will issue a refund of the entry fee minus a \$20 service fee. Drivers who do not show up for an event, or who do not notify MMRA in writing two weeks or more prior to an event, will not receive a refund of entry fees.

Tech Decisions – At all MMRA Touring and Grand National events, tech inspectors inspect cars. All decisions regarding the legality of cars and parts will be made by a 3 person committee consisting of 3 MMRA officials. This “Tech Committee” will also decide any penalties, fines, etc. to be levied for infractions.

Testing Policy – No testing will be allowed at an MMRA Touring Series or Grand National racetrack in the week prior to the event. If the track has a regularly scheduled racing event in the week prior to the MMRA event, it is okay to run in that race. Violations of this policy will result in a penalty of 10 points earned in the Touring Series or Grand National event by the offending team.

Communication Policy – All drivers in all MMRA Touring and Grand National events are required to use Raceceiver “receive only” radios to allow direct communication between race control and every car in the event. The channel used at major MMRA events will be 000 which is the default channel that comes up when the Raceceiver is turned on. Raceceivers can be purchased at a discounted rate from www.babygrandracing.com. Drivers are also welcome to use a two way radio to communicate with spotters, pit crew, etc.

Rules Policy – All MMRA members are welcome to submit suggestions for rules changes at any time using **Exhibit E** at the end of this rulebook. In general, rules change proposals will be considered after the end of each racing season.

NO LITIGATION - By entering an MMRA Sanctioned Event, Members agree to accept the following terms: A decision of an MMRA Official is final and non-protatable and can not be litigated. If a Member violates this agreement, and proceeds with litigation against MMRA or its Official(s), that Member agrees to pay any and all costs, including reasonable attorney fees, associated with the litigation incurred by MMRA or the Official(s). The rules and regulations set forth herein shall be construed pursuant to the laws of the State of Indiana; further, Madison County, Indiana shall be the exclusive forum for the adjudication of any and all claims and controversies arising thereunder.

Pre Tech - Every car that competes in an MMRA Touring or Grand National race must go through pre-tech before racing. Passing pre-tech does not mean the car is exempt from post-race tech, or that the car is safe to race. It only means that the items inspected passed MMRA specifications at that time. Racers are welcome to bring their cars to pre-tech at any time to verify continued compliance with MMRA specifications. Compliance with MMRA specifications does not protect you from injury or loss due to racing accidents or activities.

Baby Grand Pre Tech Checklist.

1. MMRA plate, Serial #s, verify that car is MMRA approved.
2. Engine compartment exam
3. Spoiler angle check.
4. Safety belt date (none over 3 years old allowed) check other safety equipment.
5. Ride Height check.

MMRA BABY GRAND RULES

1.0 GENERAL RULES

1.1 The MMRA rules shall apply to each and every driver, owner, sponsor, mechanic, crew member and / or any other pit personnel (collectively known as participants) participating in any MMRA sanctioned or recognized event.

ALL PARTICIPANTS SUBJECT TO THE MMRA RULES ARE EXPECTED TO KNOW THE RULES AND ANY CLAIMED IGNORANCE OF THE RULES WILL NOT BE ACCEPTED OR TOLERATED AS AN EXCUSE.

1.2 All rules in this book apply to all MMRA Touring or Grand National events.

1.3 All rules are subject to change at any time.

1.4 **No modifications other than those specified in this rulebook are acceptable. If this rulebook does not specifically say that something can be done or not done, then you must consider that the change or action is illegal.**

1.5 Anyone attempting to circumvent the rules or judged to be going against the spirit and intent of these rules or the organization is subject to disqualification or suspension. Only authorized MMRA officials may decide if a change, alteration or action is an attempt to circumvent the rules.

1.6 MMRA cars are designed for closed road course or speedway use **only!** The car may **not** be modified for street use!

1.7 THE DECISIONS OF MMRA OFFICIALS, OR TRACK OFFICIALS, AT MMRA SANCTIONED OR RECOGNIZED EVENTS, INCLUDING THE INTERPRETATION AND APPLICATION OF RULES AND THE SCORING OF POSITIONS, SHALL BE FINAL, BINDING AND, AT THE DISCRETION OF THESE OFFICIALS. THIS IS NON-APPEALABLE.

1.8 **No equipment or car will be considered as having been approved by reason of having passed through inspection "unobserved".**

1.9 Only cars manufactured by Baby Grand Manufacturing Inc. or Baby Grands Inc. are legal for MMRA use. Cars originating from any other source are not legal for use in MMRA events. Contact information for Baby Grands Inc. and its dealer network below is accurate as of Jan 1, 2011.

<p>Manufacturer Baby Grands Inc. 5270 Scottsville Road Bowling Green, KY 42104 Web: www.babygrandracing.com Phone: 270-784-8231</p>		
US Dealers		International
Alaska – Baby Grand Stockcars of Alaska Larry Theobald 907-376-8585	Oklahoma – Bartley Racing Mark Bartley 479-426-3334	Canada – Evolution Racing Prod. Grant Edwards 403-503-0992
Eastern Washington/Idaho Custom Welding & Fabrication Contact Mike Behar 3003 East Sharp Spokane, WA 99202 Phone: 509-535-0664 E-mail: mike@cweld.us	Western Washington 3730 183rd Ave SW Rochester, WA 98579 Phone: 360-858-1464 southsoundsspeedway@hotmail.com	

MEMBERSHIP AND LICENSING

- 2.1 MMRA membership runs from January 1st through December 31st **of the same year. All memberships must be renewed on an annual basis.**
- 2.2 MMRA may allow as a member any individual interested in MMRA Racing, as long as that individual has completely and truthfully completed a membership application, agreed to abide by the MMRA Rules and code of conduct, and paid the determined fee(s) due for membership. MMRA reserves the right to reject or deny any application that is deemed unacceptable and terminate any membership that has failed to comply with MMRA rules, guidelines, and code of conduct.
- 2.3 All drivers in MMRA Touring or Grand National events must be members. All drivers must have in his or her possession a valid MMRA competition license. To secure and maintain an MMRA PRO Division competition license, the member must: A) Meet age requirements. B) Have met all MMRA racing experience guidelines and C) Submit to a drivers test if requested by MMRA officials.
- 2.4 If a competition license applicant is under 18 years of age, the applicant must submit a minor release form signed by all parents or court-appointed guardians. If the applicant is less than 18 years old, the parent and/or guardian must also join MMRA as an associate member. All competition license applicants under 18 years of age are required to submit with their application a copy of their birth certificate. All birth certificates, whether a copy or an original will not be returned and kept on file at MMRA Headquarters.
- 2.5 Drivers under 18 years of age are eligible to race in the MMRA PRO Division if they have at least two years of racing experience at a level acceptable to MMRA, are cleared to race by the local track, and are covered by local track insurance.
- 2.6 MMRA may penalize, suspend and / or revoke a competitor license for any period of time if the member has violated or attempted to violate MMRA rules or code of conduct.
- 2.7 If an MMRA member driver is parked or suspended by a local club or track, and written notice of this fact is sent to MMRA, that driver will be suspended from MMRA at the discretion of MMRA officials. The reporting form for this is **Exhibit A** at the end of this rulebook.
- 2.8 MMRA has 3 types of membership:

One-Day Member

\$20 each

For any driver who only races in MMRA events for a single day
Must fill out the complete membership application for the division they intend to compete in
The driver will receive points for the one day, but has no other benefits

Associate Member

\$35 each

For owners, crew chiefs, fans
Photo and/or website link on MMRA website
Strengthen MMRA racing and help the sport attract more sponsorship

Driver Member

\$80 each

For PRO Division drivers
Photo and/or website link on MMRA website
Vote in issues brought before membership
Strengthen MMRA racing and help the sport attract more sponsorship

- 2.9 Competitors and/or their parents or legal guardians must ensure that local track insurance covers them – especially if under the age of 18.
- 2.10 Local track rules prevail regarding minimum age of competitors.
- 2.11 All MMRA licenses are non-refundable and non-transferable.

3.0 ALCOHOL AND DRUG POLICY

- 3.1 Rules related to alcohol consumption shall mirror those of the track with the following exceptions:
- A) No beer or alcoholic beverages shall be consumed until all racing on the property of the race track is completed.
 - B) If a participant member is caught consuming alcoholic beverages before the entire racing program for the track is complete, he / she shall be immediately ejected from the race track premises and subject to a suspension or expulsion from MMRA.
 - C) No alcohol shall be consumed at any time if Future Stars of Racing competitors are on hand for the event.

- 3.2 **ILLEGAL DRUGS DEFINITION:** Illegal drugs are those substances or drug substances defined and prohibited by state or federal laws.

Possession or use of illegal drugs or drug substances, as defined above, is prohibited in any form, by any participant at an MMRA event, either on the track property or in any area considered to be used in the operation of the track, such as parking lots or leased properties.

- 3.3 Any person who is found to be in possession of, or under the influence of, any illegal drug or drug substance while on the track's property, or arrested by duly constituted authorities and charged with possession and/or use of illegal drugs or drug substances, regardless of whether the offense occurred on or off the track property, SHALL BE SUBJECT TO THE FOLLOWING PENALTIES BY MMRA:

A. Suspension from competition and eviction from all MMRA sanctioned events and denial of further entry to MMRA sanctioned events for a period to be determined by MMRA Officials.

B. Any participant who is formally charged by a court of law with an illegal drug violation, regardless of the offense, upon MMRA being so advised, shall be suspended from all forms of participation at MMRA sanctioned and recognized events until such time as the charges are fully adjudicated through the legal process.

C. Any participant convicted of an illegal drug violation, regardless of the level of the offense, by a court of law, shall be prohibited from taking part in any MMRA sanctioned or recognized event for a minimum of one (1) year from the date of conviction.

D. In addition, during any suspension imposed above, all point fund money, both regional and national, including all contingency awards, shall be forfeited if the participant is convicted of the charges.

- 3.4 **REINSTATEMENT:** A participant suspended for violation of these drug policy rules, may be reinstated at the discretion of MMRA officials, if:

A. In the case of drug use, it is mutually agreed that the participant, at his or her own expense, will produce documentation from a physician licensed within the state, certifying that he or she is drug independent, as a result of random and periodic examinations and urinalysis testing, made at the request of MMRA.

B. In the case of drug possession, that the participant produces evidence, satisfactory to MMRA Officials, that he or she was not in possession of illegal drugs.

- 3.5 **PRESCRIBED DRUGS:** If a participant is using prescription drugs on the advice of a physician, such use must be reported to the chief MMRA Official prior to the participant's entry into any track activities. Failure to do so will subject the participant to penalties as prescribed above.

4.0 ACCIDENTS AND SAFETY

- 4.1 MMRA sanctioned or recognized events are competitive racing events. The rules of MMRA racing have been established to provide for orderly conduct of the racing events and to establish minimum acceptable standards for these events. Entrants are required to comply with these rules.

- 4.2 No express or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. These rules are strictly a guide and in no way guarantee against property damage, injury or death to any participant, spectator or official. All competitors assume full responsibility for any and all injuries sustained, including death and property damage, anytime they are in the racing areas or in route to or from.
- 4.3 All competitors agree to inspect the racing facilities, safety personnel and equipment, and conditions at the race track on a continuing basis before, during and after the event. All competitors are solely and directly responsible for the safety of their race cars, equipment, crew members, guests, other persons in their pit area and themselves.
- 4.4 Any party who willfully or maliciously uses a race car, or any object, on the track or in the pits to injure, destroy or damage another person or personal property will be suspended plus subject to arrest.
- 4.5 Drivers may not get out of their cars while on the race track except in an emergency (such as fire or fuel leak) or if requested by an official.
- 4.6 No one (except the driver) is allowed to ride in or on the race cars at any time.
- 4.7 All drivers must wear approved seat belts, safety suit, all safety suit accessories such as gloves, shoes, etc. and helmet on the race track at all times or whenever the car is in motion. This includes pit and staging areas. These items are detailed later in section 13.

5.0 ENTRY AND SIGN IN

- 5.1 Upon signing in for any MMRA event, a competitor must present their state issued driver's license or picture I.D. if requested.
- 5.2 Car numbers at MMRA Touring or Grand National events are first come first served based on when entries are received for that event by MMRA
- 5.3 No alphanumeric or three digit numbers allowed at MMRA Touring or Grand National events.
- 5.4 Entry fee and pit passes differ from track to track. MMRA members must adhere to track policy.
- 5.5 No person will sign at any time, for any reason, an entry form, waiver and release of liability form or pit permit for anyone other than themselves.
- 5.6 All entries must be signed in at least 30 minutes before the scheduled starting time of the first MMRA practice session. If late, they must report to a pit official. Late arrivals may be denied competing in that day's events.
- 5.7 **All drivers must be in attendance during the entire course of all drivers' meetings.** All minor drivers must also have their parent or guardian present at all drivers' meetings. Any driver who misses the drivers meeting will be moved to the rear of the field for the start of the feature race.
- 5.8 **No one under the minimum age required by the track**, even if they are an MMRA member, will be allowed in the pit area or other restricted areas.
- 5.9 All persons under the age of eighteen (18) must have signed a minor's release with all parent's or guardian's signatures and have it on file at each race track which they desire to enter.

6.0 COMPETITION AND RACE PROCEDURE

- 6.1 No engine, camshaft, cylinder head or carburetor body may be changed after a car has posted a qualification time or competed in a qualifying heat race without the permission of MMRA officials. If permission is granted, they must start at the tail of the field in the next race and the engine, camshaft, cylinder head or carburetor body will be impounded by MMRA officials and is subject to technical inspection.

- 6.2 Officials may at their discretion, make a determination regarding the line-up of cars for any qualifying, heat races, semi features or consolation races and feature races.
- 6.3 At MMRA Touring and Grand National events, the top qualifiers will be inverted for the feature race. The number of inverted cars will be 4, 6, 8, or 10 and will be determined by drawing a number. MMRA will only invert up to ½ the field, regardless of the number drawn for the inversion. Only one number will be drawn which will apply to all feature races.
- 6.4 Drivers may not attempt to qualify more than one car in heat races when time trials are not used to set a starting order. If time trial qualifications are used, a driver may attempt to qualify with a second car provided the first car is withdrawn. Once a car has qualified, or qualified and then withdrawn, it cannot be re-qualified by any driver.
- 6.5 Drivers may attempt to qualify a different car in a semi feature or consolation race, if the change is reported to officials prior to the lineup. If a second car is used it must start at the end of the field.
- 6.6 If a car does not make a call for qualifications, it must run in the consolation race or start at the rear of the field if the field is not full.
- 6.7 MMRA Touring and Grand National races will start a maximum of 26 cars at tracks 3/8 mile and under and 30 cars on tracks over 3/8 mile. The top 20 fastest qualifiers will be locked into the feature event based on speed. All other cars will compete in a qualifying race where the top four or eight finishers will transfer into the feature event. Finally, the last two cars to make the feature event will be provisional starters. Provisional positions will be given first to anyone in the top 10 in points that didn't make the show, and next to the teams that traveled the farthest to make the race.
- 6.8 If qualifying is rained out or cancelled for any reason, the top 20 positions will be set by points, and the remaining cars will race in the last chance qualifier event, with two provisional positions awarded as usual.
- 6.9 All starts and restarts are to be determined by track officials.
- 6.10 All cars will line up in the designated staging area prior to their respective heats, consolations and features. Any car not on the track in the designated time will not be permitted to start the race or they will be placed at the rear of the field at the discretion of officials. If a qualified car is not able to start the feature race, all cars behind that car in the same row will move forward one position. In addition, if time permits, the first car to “miss” the feature may join the field at the rear.
- 6.11 Driver changes may not be made during the course of any race with the exception of specified endurance events.
- 6.12 On the initial start, all cars must remain in double file, nose to tail formation (not to either side or more than one car length behind the car ahead). No passing is allowed on either side of the car ahead until after the start/finish line.
- 6.13 On all single file restarts, after the green flag and/or light is displayed, passing is only allowed to the right until crossing the start/finish line. If, in the opinion of officials, a driver passes incorrectly and does not immediately let the other car back in front, the offending driver may be black flagged for a “stop and go” penalty. The official's decision to penalize or not to penalize in accordance to this rule is not protestable.
- 6.14 All starts and restarts 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 car must maintain consistent speed until the display of the green flag. If officials determine that the lead car is not maintaining a consistent speed, or is “brake checking”, that driver may be sent to the rear of the field.
- 6.15 If caution or red flags are displayed before the completion of lap 1, there will be a complete restart in the original starting order. If a car is unable to restart for any reason, all the cars behind in that line will move forward. There will not be any “switching sides” for the restart.

- 6.16 If a yellow flag is displayed after the completion of 1 lap, all cars will line up in the physical order they were running on the track at the end of the last completely scored green flag lap. No "racing back to the flag". All cars must hold their position, even if trailing a lapped car and fall into a single file nose-to-tail formation. Race officials will use the Raceceiver system to place lead lap cars at the front of the field as time allows.
- 6.17 If a caution is displayed after the leader takes the white flag, the final finishing order will be as the cars come across the finish line after the final lap.
- 6.18 Any car involved in three yellow flags, for any reason, will be black flagged.
- 6.19 **All** cars involved in an accident will restart behind all cars 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.
- 6.20 All cars 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 car(s) in the pits when the yellow is turned off must remain there until cleared for return by the pit official.
- 6.21 Cars that spin out 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 car may be disqualified from the event.
- 6.22 During the course of a race under the green or yellow flag, all work to a race car competing in that race **must** be done in the pit area or any area which is designated by the pit officials at the driver's meeting. If a car is worked on outside of these defined areas under the green or yellow flag the car may be disqualified.
- 6.23 If rough driving is observed, officials will first warn the driver with the point of a furled black flag. Further rough driving will result in disqualification or consultation with officials. Rough driving will be determined by the track officials during the race only. Additional sanctions in the form of loss of position or points, can be made by the officials after the race if the officials deem it necessary.
- 6.24 A black flag can be given to any car that is losing part of the race car, appears to be unsafe, or smoking badly. The black flag decision will be made by the starter or pit officials.
- 6.25 The race will be officially completed when the leader has completed the specified race distance/time or with the starter's display of the checkered flag.
- 6.26 The standard MMRA Touring Series or Grand National feature event will be 50 laps or 30 minutes, whichever comes first. If the caution flag is displayed when the time limitation is reached, there will be a single green-white-checkered attempt at a green flag finish, just like in Sprint Cup.
- 6.27 Upon consultation with MMRA officials, track officials have the right to change, omit, or add rules and regulations that are particular to their track in regards to how the event is run. This policy does not in any way pertain to minimum standards for safety.
- 6.28 **At MMRA events, the race will be managed by the race director according to the policies listed above. Any changes to these policies for a particular event will be discussed in the drivers meeting. Racers must attend the drivers meeting to ensure they understand a particular track's policies and procedures. All minors must be accompanied at drivers meeting by their parent or guardian. Ignorance of MMRA or track policies and procedures is not an excuse.**

7.0 FLAG RULES

7.1 Competitors will be given information from the officials, during events via flags or lights as listed below:

Green: Go. The entire track is open for racing.

Yellow: Caution. All cars must come to a slow and consistent speed immediately. All cars must maintain their position, even if the car is a lapped vehicle, maintaining a single file nose-to-tail formation.

Note: A yellow flag is full-course on all oval tracks but may pertain only to a corner / flag station on a road-type course. **Specific instructions for the event are provided at the driver's meeting and shall apply for that event.**

Red: Stop. The race has been stopped and all cars must come swiftly and safely to a complete stop.

Black: Any car given the black flag must pull into the pits immediately for consultation. Failure to obey a black flag will result in your car not being scored for the remainder of the race.

Blue with Yellow Stripe: Move over, you are being lapped.

Crossed Flags: The halfway signal.

White: You are beginning your last lap of the race.

Checkered: The race is officially completed.

8.0 TIMING AND SCORING

8.1 Timing and scoring of all cars will be handled by track officials. Drivers must be sure they understand track policies regarding timing and scoring. If a driver has a question or concern about timing and scoring, the driver should ask the question in the pre-race drivers meeting.

8.2 The finishing order as determined by track officials is assumed to be correct, however, if a racer believes the finish to be incorrect, that racer can submit a finishing order revision form to MMRA within 1 hour of posting of the results by MMRA. If all the drivers who would be moved back in the finishing order by the "new scoring" agree the new scoring form is correct, MMRA will make the change. If any driver affected by the change does not agree to the change, the official finish will remain the original finish provided by the track. See Exhibit B at the end of this rulebook for the scoring revision request form.

8.3 At tracks using an AMB style transponder system where the transponder must point down toward the track, the standard location for the transponder shall be at the rear of the car, on the side of the rear downtube on either the left or right side of the chassis. Only one transponder may be mounted per car, and all transponders must be operational. See photo below for example.



9.0 POINTS

9.1 MMRA will award points for local, Special event, Championship weekend, Touring, and Grand National races using the point system described in this rulebook.

- 9.2 **Championship Weekends & Special Events** – Each local racing group can designate one weekend as their “Championship Weekend”. Events scheduled on this weekend will award full points regardless of car count for all feature races. The championship weekend can be a single event at a single track, double features at a single track, or a combination of nearby tracks with several features. Special Events and Championship weekends will operate as follows:
- A. Dates must be approved by MMRA. Our goal is to encourage nearby areas to work together on scheduling to avoid conflicts so drivers can travel to several championship weekends.
 - B. No bonus points will be awarded for qualifying, heat races, etc
 - C. If a championship weekend event rains out, all drivers entered in the event will receive first place points.
 - D. Post race tech must be performed.

- 9.3 **Point System Explained** - MMRA uses a simple, yet effective points system to reward drivers for both local and national events. Our goal is to reward drivers who make the commitment to travel, while still giving local racers a legitimate opportunity to win the overall championship.

Racers compete for the MMRA championship by earning points in a total of 10 races. The 10 races can be local, special event, championship weekend, Touring or Grand National events. Each local MMRA club will forward a schedule of events to MMRA at the beginning of the season. All these events will be listed on the MMRA website and competing in these events will earn points toward the championship. Points will be earned in all events from January 1 until October 16. MMRA will take the best 10 point scores earned by each racer toward the championship. As such, a racer who competes in more than 10 events will drop their lowest scores. In the end, the racer with the most points from their 10 total events will win the championship.

- 9.4 **Basic Point Allocation** – The basic MMRA points system awards points based on finishing positions in feature events only. No points are awarded for pole positions, qualifying races, heat races, etc. The winner receives 40 points. Each position back receives one less point. Here is an example of the top 5:

Finish	Points
1 st	40
2 nd	39
3 rd	38
4 th	37
5 th	36

- 9.5 **Point System Adjustments** – MMRA makes adjustments to the basic points system as outlined below:

1. Points awarded for **local events only** will be adjusted based on a car count factor for low car counts. The car count factor helps equalize points in clubs across the country, even though some areas have high car counts and some have low car counts. For every car less than 5 in a race, one point will be deducted from all finishers in that event. For example, if a racer wins a race with an 8 car field, he will receive 40 points. If that same racer wins a race with only 4 cars, he will receive 39 points. This car count factor does not apply to special events or championship weekend events held in local areas.

2. At local or championship weekend races with 15 or more cars in the event, every finisher will receive one bonus point. For example, a racer who finishes second in a race with 23 cars will receive 40 points. To be considered to be “in the race” a car must cross the start/finish line when the initial green flag waves but it does not need to complete any laps.

3. At all MMRA Touring and Grand National events, all competitors will receive one bonus point regardless of the number of cars in the event. As such, the points will start at 41 and work down just like the basic points system. This is to reward racers who travel to support MMRA, and race away from their “home turf”. If a special event, championship weekend, MMRA Touring Series, or Grand National race rains out, all drivers signed in for the event will receive first place points.

4. At all MMRA Touring and Grand National events only, the fastest qualifier in each division will receive one bonus point. As such, a racer who sets fast time and wins the event will receive 42 points. Second place would receive 40 points, third would receive 39 points, etc.
5. At all MMRA special event, championship weekend or Touring Series races, the minimum points awarded will be 36, which is the same number of points a racer would earn for running a “one car” local race.
- 9.6 **Tie-Breakers** - in the event of a tie in final points at the end of the season, the preferred position will be given according to the following procedure.
- A. If one or both of the racers competed in their Grand National race, the preferred position will be given to the racer with the higher finishing order in that event.
- B. If neither racer competed in the Grand National event, the preferred position will be given to the racer with the highest single race point score in their 10 events. For example, if both top finishers had two scores of 40, but one had three scores of 39 and the other only had two scores of 39, the preferred position will be given to the racer with the three scores of 39.
- C. If neither of the above tie-breakers are effective, MMRA will calculate the average member car count for both racers and the preferred position will be given to the racer with the higher average member car count. For example, if Racer A competed with 100 cars in his 10 events, his average would be 10 cars per event, and if Racer B competed with 58 cars in his 10 events, his average would be 5.8 cars per event. The preferred position will be given to Racer A.
- 9.7 At the end of the season, MMRA will crown the PRO Division champion. The champion receives a custom gold ring with their name built in – creating a one-of-a kind reward for a season of hard work. Visit www.MMRARacing.com to see photos of the rings.
- 9.8 Only the starting drivers will be awarded points. No points will be awarded to the car or its owner. **Drivers ONLY.**
- 9.9 Points are non-transferable from one driver to another.
- 9.10 You must be in good standing with the MMRA in order to receive any point fund money or awards. All suspensions must be fully served to be considered in good standing with MMRA. MMRA reserves the right to withhold or revoke any point fund money and/or awards to any participant with outstanding debt to the MMRA
- 9.11 If a driver is disqualified from the feature event the remaining field (position & points) shall move up accordingly. This only pertains to the feature event and not the heat races.
- 9.12 Any local club with at least one MMRA member can submit a local race schedule for that club. Only events scheduled a minimum of two weeks in advance will count toward the MMRA championship. The one exception to the two week rule is for rained out events that are rescheduled.
- 9.13 Local race results must be sent to MMRA via fax at 270-781-3112 or mailed within 7 days of the event. All results must be reported on the official MMRA event report form available for free download on the MMRA website at www.MMRARacing.com
- 9.14 It is the responsibility of the club and/or its members to ensure results are reported to MMRA in a timely manner. If more than 7 days pass after the event with no results arriving at MMRA headquarters, the race information may be deleted from the website, and no one who competed in the event will receive points for that event. Deleted races will not be rescheduled.

- 9.15 Club leaders must submit local race schedules to MMRA by March 1, 2011 on the MMRA scheduling form available for free download at www.MMRARacing.com. After March 1, any MMRA member in the area can submit the local race schedule for that club.
- 9.16 No more than two feature races may be run in a single day by a local club.
- 9.17 Any protests of local race results must be made in writing within 30 days of the event and at least two weeks prior to the end of the season. After that time, all local race results as posted on www.MMRARacing.com are final.
- 9.18 Only races posted on the www.MMRARacing.com website can count for points and no races can be added to the schedule less than two weeks in advance of the event.
- 9.19 Only MMRA members will be referenced in the race results posted on the MMRA website, and only MMRA members will count toward the car count factor. For example, a 10 car race with only one MMRA member will show only that member in the finishing order, and that racer will receive 36 points for the win.
- 9.20 The highest finisher in year end points who competed in five or fewer points races in that division in previous years will be considered the "Rookie of the Year" for that division.
- 9.21 Junior PRO – PRO Division drivers under 18 years of age at the start of the season will have a "Jr" entered by their name in the points standings and the "Jr" driver who finishes highest in final points will be recognized as the top Junior PRO racer of the season. Previous Junior PRO winners are exempt, and will be considered regular PRO Division racers regardless of age.
- 9.22 Masters Cup – PRO Division drivers 40 years or older at the start of the season will have an "M" entered by their name in the points standings and the "M" driver who finished highest in final points will be recognized as the Masters Cup racer of the season.
- 9.23 If a driver is caught cheating with illegal parts at a local event, and the illegal parts are sent to MMRA with a written report (**Exhibit F** at the end of this rulebook), that driver may have a 0 score entered in their points standings that cannot be replaced by a higher score later in the year.
- 9.24 MMRA manages and maintains our national points system only. We do not have any input, authority, or responsibility for how local clubs and tracks award points.

10.0 ADVERTISING AND PROMOTION RELEASE

- 10.1 By entering into any MMRA event, drivers, car owners, crew and agents assign all commercial communication and broadcast rights including photos, videos, or sounds of the event to MMRA and name MMRA as their agent and representative regarding such rights.
- 10.2 MMRA and its assigned may use any of the aforementioned likenesses for an indefinite period of time.
- 10.3 MMRA reserves the right to assign, to approve or disapprove any advertising, sponsorship or similar agreement in connection with any MMRA event. All members agree to accept MMRA's decision in this regard.

11.0 DISPLAY OF MMRA AND SPONSOR LOGOS

- 11.1 Numbers must be at least sixteen (16) inches high and neatly attached to both sides of the car located on the center of the door. Numbers must be located on the doors only. A number eighteen (18) inches high must be attached on the roof, reading from the OUTSIDE of the racetrack. Chrome, reflective, or gold numbers are not permitted for use. Numbers must be “basic” in design and not enhanced with flames, shapes, etc. Numbers must be made of a color with a high contrast to the car body color. All number designs are subject to MMRA's approval. See example photo below for correct placement of MMRA decal, MMRA driver uniform patch, contingency decals, and car number placement and design.



- A. Car numbers at MMRA Touring or Grand National events are first come first served, based on when entries are received for that event by MMRA. MMRA officials have the right to change racecar numbers to avoid duplication.
- B. No alphanumeric or 3 digit numbers allowed at MMRA Touring or Grand National events.
- C. MMRA reserves the right to assign or restrict the display, and location on the car, of any decals, logos, identification, markings and advertising on race cars.
- D. ALL first year drivers (Rookie of the Year Candidates) in any MMRA Division , are required to display a yellow “Rookie Stripe” across the rear of the car. The dimensions of the stripe must be a minimum of 2 ½” X 24” . See example photo below



- E. All cars are required to display their car number using a 4 inch high number on the right rear taillight or bumper of the car, and also a 3 inch high number on the upper passenger side corner of the windshield. The front windshield number must be white for visibility.
- 11.2 Drivers in MMRA sanctioned races agree to display MMRA contingency decals and a series or race sponsors' name or logo across either the top of the windshield or across the rear spoiler where applicable. Decal sets can be purchased from MMRA for \$8 each.
- 11.3 All official MMRA decals and sponsor decals must also be displayed in order to participate in any MMRA point funds.

- 11.4 Failure to display the required decals, could result in refusal of competition, and/or loss of contingency fund and prize money.

12.0 GENERAL BODY REQUIREMENTS

- 12.1 Only fiberglass bodies and replacement panels manufactured by BABY GRAND MANUFACTURING are permitted. Any copying of Baby Grand bodies or body panels is a violation of Federal Copyright Laws, and the appropriate legal remedies will be taken for violators. No modifications to body shape are allowed. On old style bodies, only one cowl opening (directly in front of windshield) is allowed in the centerline of body, with maximum dimensions of 1 ½" X 10 ¾". Stock opening on new style bodies is legal. No other openings may be made in new style bodies other than the ones outlined by the factory.
- 12.2 The port windows of a Monte Carlo body may be replaced with the port windows manufactured by Baby Grand Manufacturing for a Ford Thunderbird body, in order to simulate the appearance of a Dodge Intrepid, Grand prix, or Taurus. The window openings may be reshaped to fit the new port window, however, the installation must be done in a neat and professional manner. All work must be done without altering the original contour of the body. If these changes are made, the car must also carry the identification detailing appropriate to the intended make and model.
- 12.3 Stock roof hatch on new body style is approved. For older bodies, a roof hatch may be installed over the driver's seat. The hatch must be hinged on the end towards the front of the car. A mechanical latch must be installed to hold the lid in the closed position any time the car is being operated. Velcro latches are not allowed. The latch must be operational from inside and outside of the car. Maximum opening size can not exceed 24" x 24".
- 12.4 The Driver's side window may be enlarged to accommodate larger drivers by the following method; the 1/4" square tubing may be removed from the top door bar. The fiberglass window ledge can be cut and lowered to the top door bar. The fiberglass window ledge must be repaired and re-fiberglassed to body to original appearance. In addition to the top of the door height to roof dimension described above, an additional modification is allowed. You may also modify the lower part of the "A" post for visibility. The fiberglass may be cut out and replaced with lexan of the same shape pop riveted in with no less than 6 3/16" pop rivets. See photos below for an example.



- 12.5 The driver's side port window may be made into an opening by the following method; begin cutting the fiberglass at the window ledge, trimming underneath the port window and follow the shape of the port window back to the top of the side window opening. The back end of this opening must be securely hinged to the body and fasteners must be used to keep the window from opening during racing.
- 12.6 The fiberglass body must be firmly attached to the Car during any Event. Bodies damaged during an Event may be duct taped to finish that weekend of racing. If a body is damaged, it can continue to race with pieces missing, however, it may be Black Flagged by an Official if it poses a safety hazard. If a body is severely damaged, it must be repaired and repainted before the next weekend's race.

- 12.7 A Lexan window is required in the front, rear, and port windows on both sides of the car at the beginning of an Event, with a minimum thickness of 1/8". For road racing purposes at SCCA Events, the front windshield must be a minimum thickness of 1/4". Any car that loses a front windshield during an Event must replace it in order to continue racing. If rear or port windows are damaged or missing after an Event has begun, the car may finish that Event if the Official declares it poses no safety hazard. No holes are allowed in any windows, except for those mentioned in Section 12.8. Windows can not be installed in the driver's side window opening or right side window opening.
- 12.8 Three 2 inch round holes may be cut in the rear window of the car to allow air to escape from the driver compartment. Testing has shown that the maximum cooling benefit is derived from locating the holes 3 1/2 inches from the top edge of the window.
- 12.9 Car numbers will be issued by MMRA. Car number can not be changed, traded, or reassigned without the permission of MMRA. MMRA may, at its discretion, reassign car numbers. MMRA reserves the right to disallow any sponsorship, advertisement, graphics, wording, or images (with or without cause) that do not represent the public image of MMRA.
- 12.10 Additional air dams, spoilers, or other aerodynamic devices not sold by Baby Grands are not permitted. External hood scoops or louvers are not permitted, except that an air scoop not exceeding 10 1/2 inches wide by 1 1/2 inches long, by 1 inch tall, may be added to the rectangular hole in the cowl at the base of the windshield.
- 12.11 Belly Pans, other than the original floor pan, are not allowed.
- 12.12 An adjustable flat trim strip may be added to the bottom of the front air dam. This trim strip must be mounted around bottom perimeter of air dam with fasteners, no more than 6" apart. The trim strip may be adjusted to desired height. Tape is allowed around edges of hood during Qualifying and Feature Race.
- 12.13 The Manufacturer's original air intake opening on old style bodies only may be enlarged to a maximum opening size of 6 inches tall and 19 1/2 inches wide. A maximum of two new air intakes, in addition to the Manufacturer's original air intake on old style bodies only, may be made in the front air dam. These additional openings may be made on either side of the original Manufacturer's screened intake in front center of car. If two additional intakes are made, one must be placed on each side of Manufacturer's original air intake, and mounted flush with body. New openings can not be more than 30 square inches per intake. One or more hole(s) is allowed per intake. No other holes are allowed in the body, other than those made by Manufacturer, and those allowed in other sections of these Rules. Air can be directed to any part of the car except carburetors. Ducting or other devices may be added to cool driver. Air intake receptacles are also allowed in the port windows and/or the window vent post area, only. All air intakes must be flush mounted.
- 12.14 The Manufacturer's rear spoiler must be used as supplied from the Manufacturer, without any alterations. Spoiler angle must be between 30 and 55 degrees. No spacers or devices are allowed that changes the factory angle. If a spoiler is damaged or broken during an Event, the car will be allowed to finish that Event, but must be repaired or replaced before the next Event. Both the old style plastic and the new style MMRA stamped aluminum spoilers are approved and must remain unaltered.
- 12.15 Hinges and pin kits required. Roof opening must be hinged in front only. Positive latches that can be opened from inside and outside body required. Hood and trunk must be held shut with positive pin fasteners-one (1) on each side or fastened in a manner acceptable to official(s).
- 12.16 Cars must be neat-appearing. Chassis must be painted or powdercoated. Body interior may be left unpainted. Any body damaged must be neatly repaired by the next event.
- 12.17 All components shall be in top quality condition. Bodies cannot be altered from original manufacturer. Any reinforcement of the body must be acceptable to official(s).
- 12.18 Fenders may not be cut or altered except for tire clearance, subject to approval by official(s). No fender flairs.

- 12.19 After Qualifying or the Feature Race, the minimum weight of the car shall not be less than 1500 lbs. including Driver, equipment, and remaining fuel. This weight rule is in effect for oval track or road racing Events.
- 12.20 If the weight of car is less than the minimum requirement at post Qualifying Inspection, it will be sent to the back of the field for the Feature Race, if the field is not full. If the field is full for the Feature race, the car will not be allowed to compete in the Feature Race. After Qualifying or the Feature Race, nothing can be added to the car to increase weight, until Tech Inspection is completed. This includes but is not limited to fuel. However, any components lost during a race will be accounted for in weight adjustment. The weight shown by track scales or those used by MMRA shall be the Official reading, regardless of variance with scales used by the teams.
- 12.21 Weight clamps or lead weights are permitted. Lead blocks must be made clearly visible with neon paint. Car number must be painted on lead blocks. Weights must be firmly bolted to the car with 2-3/8-inch bolts. No other materials may be used, including, but not limited to, pellets or beads. Mounting of all weight must be acceptable to MMRA officials. If a car loses any weights on the track, that car will be black-flagged.
- 12.22 The Manufacturer's front and rear bumpers, of stock shape and thickness, are required on the car any time the car is being operated at an Event. Reinforcing these bumpers is not allowed, as serious chassis damage or driver injury may occur. Changes may be made to bumpers in compliance with SCCA or NASA rules for towing purposes. The correct factory bumper for the body style on the car must be run, and all bumpers must be fully covered by the body.
- 12.23 The aluminum interior panels must remain stock thickness as issued from the Manufacturer. Panels may be altered to improve air flow from behind the engine and for purposes of Driver comfort and engine cooling. The modifications to the panels can not provide an aerodynamic advantage, create a dangerous environment for the Driver, or take away from the original design intent of the Manufacturer. No openings are allowed in the panels which could allow fire, oil, etc. to enter the driver compartment and no oil coolers may be mounted in any interior panel.
- 12.24 Brake lights are required for SCCA road racing but must be disconnected for oval track racing. The preferred area of installation of brake lights is at the top of the roll bar, inside the rear window. If other Road Racing Sanctioning Bodies require the light to be mounted lower, holes may be cut in the tail section of the car in an area above the rear bumper, but below spoiler, for the installation of the brake lights. No aerodynamic advantage is allowed by the addition of these holes. If brake lights are removed, the holes must be restored to original solid condition.

13.0 EQUIPMENT AND GENERAL ACCESSORIES

- 13.1 CHASSIS REQUIREMENTS: All cars participating in an Event sanctioned by MMRA must be a complete car manufactured by BABY GRAND MFG. Inc. or Baby Grands Inc. with the original serial number and/or MMRA plate intact. The serial number panel is located on the main frame rail below the door bars. If this plate has been tampered with or altered, the car will be considered an illegal, non-numbered car, until owner receives a legitimate plate from MMRA.

Modifications to the main frame, floor pan, roll cage, pickup points, or shock mounts will not be permitted unless a letter has been issued from the Manufacturer authorizing the upgrades, or unless specific changes are allowed elsewhere in the rules. Brackets, plates, or bars may be welded to the chassis for mounting weights, fire bottle, second battery tray, or seat belt mounts. A skid plate may be installed to protect the oil pan. This skid plate can not be wider than the main frame rails, and can not extend beyond the front or rear of the engine.

- 13.2 It is legal to add a window vent post under the right side halo. This support bar is not mandatory, but allowed. If added, the part must be made of 1 1/2" .095" mild steel tubing. It must be welded into place in a position that is similar to the the existing vent post on the Driver's side of the car.

A damaged chassis may be repaired, but must be inspected by an MMRA Tech Inspector before competing. If the chassis is damaged beyond repair, a bare chassis replacement must be purchased from Baby Grands. The original serial number plate must be surrendered before a new chassis with serial number is issued.

- 13.3 ORIGINAL PARTS: To compete in MMRA Sanctioned Events, all BABY GRAND STOCKCARS must use the Manufacturer's chassis (welded portion), bumpers, swaybar assembly, body or body replacement panels, headers and collector, rear spoiler, Yamaha FJ1200, XJR1200, or XJR1300 engine that complies with rules in section 14 and any other factory required components covered in these rules. The term "must use the Manufacturer's" or "Manufactured by Baby Grand" means that no aftermarket parts are allowed.
- 13.4 All drivers must wear an approved fire resistant driving suit any time the car is in operation. A single layer fire suit is the minimum allowed for oval track racing, a two-layer suit is recommended. In SCCA Events, a two-layer suit with a rating of 3-2a/5 is the minimum rating allowed. **The use of fire retardant shoes and gloves are required.** The use of fire retardant underwear, head sock, and foot socks are highly recommended. All suits and underwear must be made of the following accepted materials: Nomex, Kynol, Fpt, lws (wool), Fiberglass, Firewear TM, Durette, Fypro, Pbi, Kevlar, or any suit carrying an SFI 3-2a/5 or higher certification patch.
- 13.5 A racing helmet complying with a rating of SA2000 or better is required. Any time the car is operating, the helmet must be secured on the driver. Neck collars, arm restraints, and kneepads are recommended. Helmets with an "M" rating are not allowed. Before purchasing a new helmet, check for the latest SCCA helmet ruling if you intend to road race.
- 13.6 Harness must be securely fastened around Driver any time the car is operated. All belts and harnesses must be of the 5-point type and meet the following minimum requirements:
- A. Have a minimum SFI rating of 16.1
 - B. Be at least 3 inches wide.
 - C. Be dated by the manufacturer and no more than 3 years old.
 - D. A quick-release seat lap belt is required.
 - E. Both ends of the lap belt must be fastened to the welded chassis brackets with grade 8 bolts not less than 3/8" in diameter.
 - F. Shoulder harness must come from behind the driver's seat. Inertia reels can not be used.
- 13.7 An aluminum racing seat is required. Plastic, fiberglass, or homemade aluminum seats are not allowed. Seat may be repositioned within the confines of existing interior. The addition of head or leg supports is strongly recommended. Padding for headrest, roll bars, steering column, and steering wheel is recommended. It is the driver's responsibility to determine where padding should be placed for his/her individual safety. All seats must be securely mounted in the vehicle.
- 13.8 All cars must be equipped with an SFI rated window net on the Driver's side window. The minimum dimensions are 17" tall x 21" long. Ribbon or mesh type nets are allowed. The net must be in the "UP" position while car is on the track.
- 13.9 All cars must be equipped with a rear view mirror securely fastened to the chassis. Sideview mirrors can be used, but can not extend beyond the exterior vertical plane of the door panel.
- 13.10 A hand held fire extinguisher is the minimum required for Driver safety at oval tracks. If a fire extinguisher is used, it must be mounted so that the Driver can have easy access, while strapped in the seat. A fire bottle system is recommended for circle track racing and required for SCCA Events. A fire bottle may be mounted at any location in or out of the driver compartment. If a remote activator cable is used, it must be within driver's reach while strapped in the seat. All entrants must have in their pit area, at all times, as part of their equipment, a fully charged fire extinguisher.
- 13.11 Competitors are solely responsible for the safety of their racecars and equipment. They are obligated to operate their equipment in a manner, which will minimize the chance for injury to themselves or others. MMRA, Baby Grands Inc., Sponsors, or Promoters will not be responsible for the safety of a Competitor's racecar, equipment, or the Competitor's activity during an event.

- 13.12 Competitors are obligated to inspect the race facility, its condition, the track safety equipment, and personnel. Any safety violations or inadequacies should be reported immediately to MMRA officials. Competitors should not proceed with Race related activities if you believe some part of the safety is sub-standard.
- 13.13 Track owners and operators are responsible for determining that adequate safety measures are in place for an Event before competing. This would include, but not be limited to, the following; Safety personnel and equipment for preventing and responding to injury and insuring that the facilities are safe and appropriate for the Event.
- 13.14 **MMRA highly recommends all drivers use arm restraints and neck collars. All drivers should also wear head and neck restraints, particularly when under 18 and on longer tracks. For more information about head and neck restraints, visit these websites:**
- A. www.lfttech.com
 - B. www.hutchensdevice.com
 - C. www.gforce.com
 - D. www.simpsonraceproducts.com
 - E. www.hansdevice.com
- 13.15 Two-way radios will be permitted in all PRO Division races. A hole may be made in the body for mounting the radio antenna.

14.0 GENERAL ENGINE REQUIREMENTS

- 14.1 The only approved engines that can be used in Baby Grand Stockcars are the Yamaha FJ1200, XJR1200, or XJR1300 with or without the replacement water cooled cylinders offered by Baby Grands. There are a few changes allowed to a stock engine, which will make maintenance easier and provide longevity to your engine. No changes are allowed unless specified in the following rules.
- 14.2 Engine specifications for the FJ1200, XJR1200, or XJR1300 engines are as follows; Stock Yamaha, or aftermarket pistons are allowed. Machine cutting of the dome to achieve correct compression is the only allowed change to aftermarket pistons. Gas porting of the pistons is allowed. Any brand of rings may be used. Only stock Yamaha rods with no modifications can be used. The stock Yamaha rods for a 1200 or 1300 may be used for either engine application. Aftermarket rod bolts may be used. Cylinders can be decked. Changing crank stroke is not allowed. Dry film lubricants or powder coat finishes can not be applied to internal engine parts. Lightening of the crankshaft is prohibited. Damaged journals may be repaired and reground, but lightening of crank throws is not allowed. A 1200 engine may be converted to a 1300 (1250 cc max.) engine by the following methods;
- A. Changing cylinders.
- OR-
- B. Changing sleeves to the maximum 79mm or 3.114" bore.
- XJR1300:** The Yamaha XJR1300 engine can not exceed 1250 cc. Cylinder bore can not exceed 79 mm or 3.114".
- 14.3 The cranking compression of any of the four cylinders cannot exceed 180 P.S.I., hot or cold, after not more than 10 cranking revolutions. The compression ratio may not exceed 10.2:1 under any circumstances, including but not limited to, carbon build-up. A minimum of 296.97cc per cylinder must be maintained. Procedure for calculation of cc's per cylinder are as follows: bore x bore x .7854 x 2.51 x 16.387 = per cylinder cc.

- 14.4 No modifications are allowed to the heads, except for the following: Heads may be decked, but additional base gaskets may be needed to obtain correct compression. A 5-angle valve job is allowed. Valve seats and guides may be replaced as needed. Shortening of valve guides is prohibited. Cylinder port modifications are prohibited, including, but not limited to, porting and polishing. Combustion chambers may be matched and cc balanced in accordance with specifications in section 14.3. A relief cut may be added to the combustion chamber, which must not exceed bore size. This will allow for a damaged combustion chamber to be repaired.
- 14.5 Stock Yamaha valves meeting stock Yamaha shape and size must be used. Heavier valve springs are allowed, but original Yamaha valve spring retainers and clips must be used. Valve spring shimming is allowed. Titanium parts are prohibited. Valves must meet the following specifications:

HEAD DIAMETER:

Intake 1.138" MIN./1.146" MAX.
Exhaust 0.980" MIN./0.988" MAX.

STEM OUTSIDE DIAMETER:

Intake 0.2156" MIN./0.2161" MAX.
Exhaust 0.2150" MIN./0.2155" MAX.

- 14.6 Stock Yamaha camshafts or steel billet camshafts meeting stock Yamaha specifications may be used. The cams can not be altered from stock specifications, including but not limited to, alterations to cam profile, lift, or duration. If a cam does not meet the profile below and MMRA officials determine that the only reason is excessive wear on a formerly legal cam, the cam will pass tech for that race only and the driver will be instructed to have a new cam installed for the next event.

CAMSHAFT SPECIFICATIONS:

1. LOBE HEIGHT:

Intake: 1.411" MIN./ 1.419" MAX.
Exhaust: 1.411" MIN./ 1.419" MAX.

2. LOBE WIDTH:

Intake: 1.101" MIN./ 1.116" MAX.
Exhaust: 1.101" MIN./ 1.116" MAX.

3. INTAKE CAM PROFILE:

MAX. LIFT 315 +/- .002"
MAX. DURATION 233 +/- 1 DEGREE

4. EXHAUST CAM PROFILE:

MAX. LIFT 313 +/- .002"
MAX. DURATION 232 +/- 1 DEGREE

Camshaft sprockets may be slotted for degreeing, or aftermarket cam gears may be used. Plastic cam chain tensioner may be replaced with metal. The head may be drilled for the addition of cam oiling kits.

- 14.7 All cars must use the current Schoenfeld headers and Schoenfeld collectors as issued from Baby Grand Manufacturing, Inc. No aftermarket parts are allowed. No modifications are allowed, other than the following; mounting tabs may be installed to secure collector to header tubes. Necessary changes for installation of monitoring equipment sensors as listed in section 34.1 are allowed. Headers may be wrapped or ceramic coated. Header flanges may be repaired and rewelded as needed. Earlier style headers that ran over the top of the engine and their collectors are now illegal.
- 14.8 All cars must have mufflers installed which reduce noise. Mufflers must be used to comply with local noise level guidelines. An opening may be cut in the right side of the body for an exhaust exit. The opening can not exceed 3" tall and 8" long for a rectangular opening or 4" in diameter for a round opening. Exhaust may also exit at the rear of car, under the body, not extending further than rear bumper. The tail pipe can not extend beyond body.
- 14.9 For water cooled engines – all major components of the system provided by Baby Grands including the water pump, radiator, and cylinders must remain stock unaltered. No aftermarket parts or modifications to the system will be allowed.

15.0 CARBURETORS

- 15.1 Only stock Mikuni carburetors, as sold by BABY GRAND MANUFACTURING, are allowed. It is illegal to bore carburetors or modify any internal part in any manner. No polishing or grinding is allowed. No ducting or baffling can be installed to improve air intake to carburetors. Allowed modifications are: Jetting kits with any jets, except jetting systems that can be manually adjusted without removing jets. Float bowls may be changed to accept a jet change bowl nut; Air cleaners may be changed to preference. The intake manifold can not be modified in any manner.

16.0 ENGINE ELECTRONICS

- 16.1 Each car may use the stock Yamaha or Dyna coils and any aftermarket plug wires. A factory stock Yamaha Igniter, Dyna 2000, or a Vance and Hines model #20500 with adjustable rev limiter is allowed. Relocation of igniter is permitted. A backup igniter is allowed. Aftermarket pickup coils and pointer coils are allowed. Modifications to the igniters is prohibited.

17.0 ALTERNATOR

- 17.1 Alternator must be fully operational and transferring current to battery at all times. Switches or other devices intended to disrupt or reduce the flow of electricity to the battery are illegal. If alternator is not fully operational at post race tech inspection, regardless of illegal devices, damage, disfunction, or disrepair, the car will be disqualified.

18.0 STARTER

- 18.1 The starter must be fully operational at the time a Driver enters an Event. If the starter is damaged during an Event, the car may continue, but must be repaired before the next Event.

19.0 CLUTCH

- 19.1 An aftermarket clutch or pressure plate may be used. An additional pressure plate may be used. Kevlar clutch plates are allowed. Clutch must be operational when entering an Event.

20.0 BATTERY

- 20.1 The battery or batteries must be located outside the Driver's compartment and mounted as required in section 13.1. It may be moved from the left to the right side of the car in the area behind the driver, or placed in the tunnel area in the right side of car. If the battery is located in the tunnel, it must be mounted behind the point of contact with nerf bar and main chassis rail. One battery must be installed in the car and fully connected to electrical system while racing. A maximum of two batteries is allowed in the car. Gell cell batteries are allowed. Remote quick-charge terminals are allowed. Only 12 volt batteries are allowed; 16 volt batteries are prohibited.

21.0 OIL COOLERS & DUCTING

- 21.1 Different styles or brands of oil coolers may be used. The oil coolers and their ducts may be relocated or modified, but must be confined to the engine compartment or the tunnel area on right side of the car. Remote oil filters may be used. Fans may be added for additional engine cooling. A deep well oil pan and pickup extension may be used. All cars must be equipped with a vented oil catch bottle, which is connected to the breather tube of the surge tank.
- 21.2 All breather lines must run above the engine to the back of the car into a tank – not an open catch can. An oilcan with the top cut off is unacceptable. If a car is using the new vented loop system from Baby Grands, no line to the rear is required.
- 21.3 No dry sump oil systems allowed.

22.0 FUEL CELL

- 22.1 Only a fuel cell designed for racing may be used. A fuel cell that does not have a bladder must contain foam. The fuel cell must have a rollover valve with a drain hose. The fuel cell may be moved from left to right, within the rear stubs. Fuel cell capacity must be 5 gallons.

23.0 FUEL

- 23.1 Unleaded gasoline available at a corner service station only. No racing fuel, aviation fuel or additives of any type are allowed. MMRA reserves the right to use a pump around system. Any competitor who does not allow fuel to be pumped will be disqualified. Fuel may be tested by MMRA officials using a Digatron fuel testing meter.
- 23.2 MMRA recommends that racers purchase fuel for each event at a local service station near that event to minimize the chance of having fuel that does not match samples taken by MMRA for reference.
- 23.3 Oxygenated fuel is legal in specific geographic areas where it is mandated by federal law. When racing outside of those specific geographic areas, the oxygenated fuel will be considered illegal and the car will be subjected to disqualification.
- 23.4 Oil is to be used to lubricate the engine only – not for combustion. Any brand of oil is allowed, provided it does not contain any prohibited additives. Prohibited additives designed to increase power include but are not limited to nitro methane, polypropylene oxide, etc. These can be dangerous and will bring a stiff penalty and/or suspension from MMRA. The only allowed additives are those designed to reduce friction such as Prolong or Militec.

24.0 FUEL COOLING DEVICES

- 24.1 Devices intended to cool the fuel are not allowed. Wrapping or insulating the fuel cell is not allowed, but a protective covering may be placed around the fuel line.

25.0 DRIVESHAFT

- 25.1 Driveshafts must be painted white. Steel driveshafts and universals, that meet the original manufacturer's specs, are required. Driveshaft safety hoop must remain in place.

26.0 **REARENDS**

- 26.1 Only a Winter's Mini-Stock Quick-Change rear end can be used. Any ring and pinion ratio offered by Winter's Mfg. may be used. Any spur gear set as listed on the BABY GRAND MFG. parts list may be used. Limited Slips, Detroit Lockers, or aftermarket differentials are prohibited.

All rear end components must meet the specifications of the original equipment. Panhard bar, axle bracket, top link, and trailing arms must remain in stock form, in stock location, other than normal adjustments for chassis set-up.

Aluminum tubes may be adjusted to any of the mounting holes provided by the Manufacturer, and may be replaced with longer or shorter aluminum tubes to achieve proper set-up.

27.0 **BRAKES**

- 27.1 The car must have four disc brakes that are operational at all times. Brake lines can not be plugged or disabled. Rotors and calipers must remain stock as issued from the Manufacturer. Rotors can not be drilled or grooved. Any type of brake pad may be used. Ducting may be installed to cool brakes.

28.0 **WHEEL SPECIFICATIONS**

BRAND: Bassett Racing Wheel or Aero Race Wheel

SIZE: 13" X 7"

MATERIAL: Steel only

DESIGN: D hole or new spun style approved

PATTERN: 4 Bolts on 4 ¼" spacing

BACKSET: 3" for AERO, 3" OR 3 ½" for Bassett only

SPACERS: Wheel spacers are allowed to achieve proper track width. Maximum track width may not be exceeded according to section 30.2 and 30.3.

COLOR: Wheels come from the factory powder coated black, but wheels may be repainted any color. All four wheels must be the same color when the car enters the Event. If a Driver needs to change a damaged wheel, mismatched colors are allowed after the Event has begun. Chrome wheels are not permitted.

Relief valves or bleeder valves are allowed.

Tech inspectors may disqualify any damaged wheel that could create a safety hazard.

29.0 **TIRE SPECIFICATIONS**

BRAND: Hoosier

SIZE: 21 x 7-13

Part # BG2006 – stamped on sidewall

These tires must be purchased from Baby Grands or its Authorized Dealer Network.

Approximate durometer readings: 55-65 hot

This tire rule is in effect for any MMRA Sanctioned Event.

Tires used at oval track Events can not be grooved or treaded.

Softening agents are not allowed to be used on tires at any time.

The car must start the Feature Race on the same tires that were used for Qualifying. If damage occurs during or after Qualifying, tires may be changed with the approval of the MMRA Tech Inspector. If more than one tire is changed, the car loses its qualifying position and must go to the back of the field.

30.0 WHEELBASE, TRACK, RIDE HEIGHT

- 30.1 Wheelbase, on either side of the car, must be within 76" to 76 ½".
- 30.2 Front and rear track may not exceed 56" measured from outside edge to outside edge of tires.
- 30.3 Maximum track offset measured from frame to wheels may not exceed ½" front or rear.
- 30.4 No part of the car between the wheels may be lower than 2 ½ inches. This includes all nuts, bolts, welds, weight attaching hardware, exhaust, floorboard, and body panels – nothing lower than 2 ½ inches between the wheels. Ride height of the car will be checked with the driver in car as raced.

31.0 SHOCKS & SPRINGS

- 31.1 Only small bodied, coil-over shock units are allowed. Different brands of coil springs may be used, but only small bodied, 10 inch long, 1 7/8 inch inside diameter springs are allowed. The original shock absorbers may be replaced with other brands. Steel bodied, Aluminum bodied, and split-valved shocks are allowed. Shocks with external knobs, slotted valve adjusters, air filler valves, and shafts that can be rotated while on the car, are considered illegal. If a shock absorber has a rotating collar for adjustment purposes, that can be adjusted only when taken off the car, it is legal. Spring rubbers, or spacers of any material are allowed.

32.0 CONTROL ARMS

- 32.1 The upper control arms may be replaced with different brands or styles. The lower control arm must remain the stock unit as issued from the Manufacturer. Different brands of ball joints may be used but must meet the original specifications of the ball joints used by the Manufacturer.

33.0 WEIGHT TRANSFER DEVICES

- 33.1 Devices designed to transfer weight of the car or change handling characteristics while racing are illegal, except for front swaybar. This includes, but not limited to, electrical, air, mechanical, or hydraulic devices other than shock absorbers and coil-over springs. The only device allowed in the driver's compartment for changing handling characteristics, is the remote brake bias adjustment.

34.0 DATA COLLECTION

- 34.1 Onboard computers or their wiring harnesses are not allowed in the car, other than the following. Engine data collection devices, including but not limited to; tachometers and RPM recording devices, oil gauges, head temperature gauge, exhaust gas temperature gauge, and air/fuel ratio gauge. Timing devices are allowed.

35.0 SWAY BARS

- 35.1 Only the Manufacturer's front sway bar assemblies, with no modifications can be used. All parts including bars, mounting blocks, arms, etc. must remain as originally sold by Baby Grands. Rear stabilizer bars are not allowed. For old style sway bars only, the left connector tube between sway bar and lower control arm may be replaced with a section of chain at oval track Events only. All new sway bar systems must use both solid turnbuckles as provided in the kit from Baby Grands. There are 3 bars available for the new system from Baby Grands and they are all stamped "BG" and also stamped with their minimum diameter of .600, .700, or .875.

36.0 POST RACE TECH AND SCALES

- 36.1 Top finishers in both qualifying and feature races must go directly to the scales or tech area immediately after coming off the track as directed by MMRA officials.
- 36.2 The driver **must** remain in the car until the official gives permission to get out.

- 36.3 Trunk and hood must remain closed until such time as a tech official opens one or the other. The driver and car must remain in tech until given permission to leave by the official in charge. Drivers failing to follow this procedure are subject to disqualification.
- 36.4 Each car in post-race tech will be allowed one driver and one crew member ONLY. If your car isn't in post-race tech, you shouldn't be either. **Racers who ignore this rule will be fined at the discretion of MMRA Tech inspectors and the MMRA Tech Director.**
- 36.5 At ALL times, only MMRA members will be allowed in the tech area. Anyone who plans to be in tech at any time must be a driver member or associate member of MMRA.
- 36.6 Post race Baby Grand tech inspections will be performed using procedures listed below. MMRA will furnish Electrical power, and an air compressor for General lighting and cleaning needs. Blowers and or cooling devices must be supplied by the race team.
1. The rear spoiler angle may be checked.
 2. Ride Height may be checked per rule 30.4
 3. The body may be removed at this time.
 4. The engine may be started and the alternator checked to make sure it is working properly. As per section 17.0 ALTERNATOR
 5. The top of the engine may be cleaned at this time, and the spark plugs are to be removed, no air may be blown into the chamber to cool the cylinders.
 6. Compression test may be performed on all cylinders. Compression must be within the limits stated in section 14.3
 7. The Whistler Check may be performed for bore size, CC's. All must be within limits stated in section 14.3
 8. The Carbs may be removed and inspected and must meet the requirements in section 15.0
 9. The Valve cover may be removed, and a cam check performed. Cam profile must be as per section 14.6
 10. A Scope may be inserted through the channel which the timing chain travels, and through the oil fill hole. Inspection of visible parts in the lower half as per section 14.2
 11. Fuel may be checked as per section 23.0
 12. Drive Shaft, the drive shaft may be checked as per section 25.0
 13. Rear ends, the rear end may be checked as per section 26.0
 14. Wheels, as per section 28.0
 15. Tires as per section 29.0
 16. Wheelbase and Track as per section 30.0
 17. MMRA officials may choose to perform any or all of the above checks and are not limited to teching the above list. All cars are expected to meet all rules in the rulebook at all times.
- 36.7 MMRA officials are not required to reach a conclusion regarding the legality of cars or parts at the racetrack, and may gather additional information in the days following an event before issuing a final decision.

37.0 PROTEST GUIDELINES

- 37.1 The decisions of MMRA Officials are final and non-protestable.
- 37.2 Protestor must have finished on lead lap of feature.
- 37.3 Protest has to be written using the **Exhibit D** form at the end of this rulebook and turned in to an MMRA official no later than twenty minutes after the checkered flag is displayed.
- 37.4 There will be a \$1,000.00 (U.S. Dollars) protest fee for engine teardown only. If a protested engine is found to be legal, the competitor that was protested against will keep his/her winnings and points for that event, and also receive \$700.00 of the protest money. MMRA will retain \$300.00 for teching the engine. All other protests will incur a \$150 fee with \$100 going to the prevailing party, and \$50 retained by MMRA.
- 37.5 Engine tear down will be limited to the following people only:

One authorized mechanic
One member from car in question
MMRA tech inspectors
MMRA tech committee members

- 37.6 No protest on non-performance items.
- 37.7 Any driver/car owner who refuses protest is assumed illegal.
- 37.8 The protestor must remain on hand during the protest inspection or the inspection will end.
- 37.9 MMRA reserves the right to tear down any engine, at any time, without a protest fee being filed. MMRA reserves the right to impound any car or engine for a reasonable amount of time for further inspection. MMRA reserves the right to confiscate any part that is believed to be illegal at a Post Race Tech Inspection. This part or parts may be sent to MMRA offices for final inspection and determination of legality. If the part or parts are determined to be illegal by MMRA after this final inspection, the illegal parts will be destroyed by MMRA. No compensation will be given to the Car owner or driver for the destroyed parts.
- 37.10 MMRA officials are not required to reach a conclusion regarding the legality of cars or parts at the racetrack, and may gather additional information in the days following an event before issuing a final decision.

38.0 NO LITIGATION

- 38.1 By entering an MMRA Sanctioned Event, Members agree to accept the following terms: A decision of an MMRA Official is final and non-protestable and can not be litigated. If a Member violates this agreement, and proceeds with litigation against MMRA or its Official(s), that Member agrees to pay any and all costs, including reasonable attorney fees, associated with the litigation incurred by MMRA or the Official(s). The rules and regulations set forth herein shall be construed pursuant to the laws of the State of Indiana; further, Madison County, Indiana shall be the exclusive forum for the adjudication of any and all claims and controversies arising thereunder.

Any and all rules are subject to change without notice.



Compiled and published by:
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Exhibit A



Local Track / Club
Suspension Report

PLEASE PRINT CLEARLY

Track/Club Name: _____

Report Filed by: _____

Contact Phone: _____ E-mail: _____

Name of Suspended Driver: _____ Car # _____

Date of Infraction(s): _____

Describe Local Penalties Applied: _____

Additional Information: _____

I certify that the above information is correct, complete, and accurate. I am willing and able to answer any additional questions regarding this report.

Signed: _____ Title: _____

**This form must be faxed or mailed to MMRA headquarters. Fax to 270-781-3112
Mail to: MMRA, P.O. Box 50906, Bowling Green, KY 42102**

Exhibit B



MMRA Scoring Protest Form

PLEASE PRINT CLEARLY

Submitted By: _____

Date: _____ Time: _____ Submitted to: _____

Track Name: _____ Division: _____

Posted Scoring

Proposed Scoring

Place	Driver Name	Place	Driver Name
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

(Use additional sheets as necessary to include all parts of the scoring that you are proposing changes for)

I submit that the following changes need to be made in order to correct errors in the original scoring provided to MMRA by the track. I understand that this form must be submitted to MMRA officials within ONE HOUR of the time results are posted in order for my request to be considered. I also understand and agree that ALL racers who would be moved down in the finishing order by my proposed changes have to agree with my proposal in order for MMRA to make any change to the scoring provided by the track. I agree that if these conditions are not met, no changes will be made to the scoring by MMRA and this is non appealable and non-protestable.

Signed this ____ day of _____, 2011 by: _____

Exhibit C



MMRA Code of Conduct
Violation Report

PLEASE PRINT CLEARLY

Submitted By: _____

Contact Phone: _____ (Preferrably cellphone)

Date: _____ Time: _____ Track Name: _____

Submitted to: _____ Division: _____

Location of Incident: _____

Offender Name(s): _____

Describe Incident: _____

List of ALL witnesses: _____

I/We affirm, under the penalties prescribed for perjury, that the above and foregoing allegations are true and accurate to the best of my knowledge and belief this ___ day of _____, 2011. I/We understand that, if these allegations prove to be false, I/we may be subject to criminal prosecution for perjury.

Signed: _____

Witness: _____

Witness: _____

Exhibit D



MMRA Post-Race Tech Protest Form

PLEASE PRINT CLEARLY

Protester Name: _____ Car # _____

Date: _____ Time: _____ Submitted to: _____

Track Name: _____ Division: _____

Protestee Name: _____ Car # _____

Component Protested: _____

Protest Fee Amount: _____ Paid by: _____ Paid to: _____

I hereby request that MMRA officials check the component described above on the competitors car named above. I understand this form must be submitted within 20 minutes of the display of the checkered flag for the Division involved in this protest. I also understand I must remain on hand or the inspection will end. I understand that I will lose 100% of the protest fee if the component I am protesting meets the specifications in the 2011 MMRA rulebook.

Signed this ____ day of _____, 2011 by:

Exhibit E



MMRA Rules Change Proposal

PLEASE PRINT CLEARLY

Submitted By: _____ Member #: _____

Address: _____

City: _____ State: _____ Zip: _____

Contact Phone: _____ (Preferrably cellphone)

Change Applies to(Check one): Minicups Baby Grands Both

Current Rule Number (If applicable): _____

Proposal: _____

Reason for Change: _____

**Please fax or mail to MMRA headquarters. Fax to 270-781-3112
Mail to: MMRA, P.O. Box 50906, Bowling Green, KY 42102**

Exhibit F



Local Track / Club Disqualification Report

PLEASE PRINT CLEARLY

Track/Club Name: _____

Report Filed by: _____

Contact Phone: _____ E-mail: _____

Name of Driver: _____ Car # _____ Division: _____

Date of Infraction(s): _____ Rule # Violated: _____

Tech Inspector Name: _____ Contact Phone: _____

Describe Infraction: _____

Additional Comments: _____

I certify that the above information is correct, complete, and accurate. I am willing and able to answer any additional questions regarding this report. I and the driver involved understand that the illegal parts which resulted in this disqualification must be sent to MMRA with this form and will be destroyed by MMRA.

Signed: _____ Title: _____

Please mail this form and parts to:

**MMRA
P.O. Box 50906
Bowling Green, KY 42102**