

MEMBERSHIP:

NOTE: UPON MEMEBERSHIP BEING PAID ALL MEMBERS MUST "SIGN OFF" THAT HE OR SHE RECEIVED A COPY OF THE VMCRA RULES

The Membership fee for Drivers (\$50) and Crew Chiefs (\$25) will be posted pre-season. You do not have to be a driver or crew chief to be a member of the VMCRA, Inc. Members are not required to own or drive cars, however, each car and it's driver are required to be registered in order to receive points. There can be only one Crew Chief per car. The membership fee may be prorated after mid-season, but, is at the discretion of the E-Board and will be handled on an individual basis.

Non-members (sub drivers or not) will required to a \$25 fee, if he/she decides to compete full time after 2 race minimum as non-member he/she can pay an extra \$25 upgrade fee to become a full season member.

The E-Board reserves the right to refuse membership into the Association and also holds the right to dismiss any member or members who are thought to be working against the Association or its' goals. Payment of membership fees entitles members to their choice of car numbers for the season on a first come, first serve basis. No Identical numbers will be allowed. Courtesy of 2 years will be given to past owners of numbers for 2 weeks upon notification after the pre-season General Meeting that their number has been requested. All drivers must register a car number with the VMCRA, Inc.

By submitting membership fees and/or participating at VMCRA events, members and non-members agree to submit to all VMCRA rules and regulations set forth within this rule book or those implemented during the season as agreed upon by the Executive Board of this Association. They furthermore agree and understand that final decisions pertaining to the rules and regulations of the VMCRA are the sole responsibility of the Executive Board and are considered legal and binding. They also understand and agree to the fact that there will be areas which may have been missed and are not covered in these rules, and therefore possibly will have a need for decisions/rulings to be made at a race event or other times throughout the season. These decisions will be considered legal and binding as well. If you have questions regarding anything that you feel cannot be clarified in this rule book, present them to an E- Board member or Tech Inspector. It is your responsibility to ASK BEFORE YOU TRY! Know that our intentions are to keep all cars as close to "stock" as possible and to keep the competition affordable and equal for everyone.

IT IS A GENERAL RULE OF THIS ASSOCIATION THAT THERE WILL BE NO REFUNDS OF MEMBERSHIP, HOWEVER, SPECIAL SITUATIONS MAY BE REVIEWED AND REFUNDS APPROVED BY THE E-BOARD.

POINT SYSTEM:

The Overall Point System will be as follows: 1st place 50 points, 2nd - 48 points, 3rd - 47 points, continued in increments of 1 until the end of the field. When non-registered cars are in the race field, the points will skip their finish position and pick up with the next registered car in the final finish order. Overall Points will be awarded to the registered driver. Once an event is over and Tech has been completed, the points become official. Twin races will be scored as one race, first being a heat/qualifier. Second being feature. The winner of the first race has the option to take **3 bonus points and start in the rear, or start on the pole with NO bonus points**. All drivers must make reasonable attempt to run both races.

- Each car must have a registered driver. (**\$25 Fee to register number only**)
- Drivers must qualify the car they race or start from the rear of the field.
- Drivers may not change cars after the race has started.
- Due to the registered driver receiving points, substitute drivers may be used for a maximum of **(1)** events per season if the registered driver is unable to attend an event, or if driver is physically unable to participate in an event due to illness or injury. Extreme circumstances requiring more than allowed substitutions may be approved by E-Board.
- In the event of Serious Injury or Illness (metal or physical condition) a "Replacement" driver must complete the season and points be transfer to that driver. The transfer of points will only be allowed one time per driver - per season.
 - A. Substitute or Replacement drivers must be approved by the E-Board before race day when possible.
 - B. Non-members will be allowed to race as substitute drivers,
 - C. If a car is being raced by a substitute driver, the registered driver of that car cannot compete in the same event.
 - D. Substitute drivers must race the car number registered by the member for which they are substituting.
 - E. Substitute drivers are also subject to all rules and regulations of the VMCR, Inc.
- All races will count towards the points championship unless otherwise noted. Each driver will have **(1)** drop race per season minimum, Any car that shows up at the racetrack and has made a "reasonable" effort to race will receive last place points for that event. Reasonable effort will be determined by E-

Board members on site at end of the race

Rookie status and driver evaluation is at the discretion of the E-Board. **All Rookies are required to display a 2 inch by 24 inch yellow rookie stripe on or above the rear bumper, located where most visible.** The E Board shall consider past experience, quality of competition, driving ability, and behavior on the track, as well as other factors when deciding "rookie" status. Drivers starting the season as non-rookies may be moved to rookie status for safety purposes. If a driver's status is changed, he/she will keep all points earned up to the time that change is made.

TIES:

A tie in the points will be recorded as such and held until broken at the next event. In the event of a tie at the end of the season, the car with the most wins shall prevail. In the event the number of wins is also a tie, the car with the most 2nd place finishes shall prevail, etc.

POST SEASON AWARDS BANQUET:

An Awards Banquet will be held as soon as possible following the season. All Members shall be recognized with cash payoffs, trophies, certificates, and merchandise, etc. Yearly awards will be: Points Champion and Rookie of the Year. If one driver qualifies for both yearly awards, the second place points holder for Rookie of the Year will receive Rookie of the Year. There will be three additional awards voted upon by the VMCRA membership and presented at the Awards Banquet. Members will be given a ballot for voting which is due before the conclusion of the last event of the season. The additional awards are:

- ***Best Appearing Car:** Nominations for Best Appearing Car must have attended a minimum of 75% of races and shall encompass the entire team - appearance at the track, crew, trailer; etc.
- ***Crew Chief of the Year:** Nominations for Crew Chief of the year can be chosen from Registered Crew Chief's or VMCRA, Inc. Members only.
- ***Most Improved Driver:** Nominations for Most Improved Driver should be for drivers who have made significant improvement in their performance on the track.
- ***Sportsmanship Award:** Nominations should be from member drivers and/or team members who have consistently displayed good sportsmanship throughout the season.
- ***Most Wins-Driver:** who collected the most wins in a season
- ***Most poles-Driver:** who collected the most poles in a season
- ***Fast Lap: Driver:** who turns the fastest lap in a race the most times
- ***Hard Charger:** driver during each race who improves the position from start to finish the most.

The VMCRA Championship Cup shall be awarded to the Registered Driver of the Car leading the points race at the conclusion of each season. The Champion shall have his/her name, car number, and sponsors engraved on the Cup. That driver will be presented the cup at the post-season banquet, and shall be allowed to display it throughout the following season. The Cup must be returned to the VMCRA prior to the conclusion of the following season. Ownership of the Championship Cup belongs

solely to the VMCR, Inc.

PENALTIES FOR CHEATING

- Any car with the engine component, including carburetor, fuel and/or oil, found to be illegal will be moved to the rear of the field. They will not receive pay, trophy, or points for the event. Also the car found to be illegal will lose 50 points and lose their privilege of using a drop Race
- Per season, there may be a \$150.00 fine for the first infraction. Upon a second infraction, the driver and car may be banned from the next event plus a \$300.00 fine. A 3rd infraction may constitute a \$500 fine and removal from the Association. REFUSAL OF TECH WILL BE CONSIDERED AN INFRACTION
- Any fines carried over from a prior season may have to be paid before an application would be considered for future membership at E boards discretion.
- Failure to report directly to or comply with post-race Tech inspection may result in disqualification from the event plus a \$300.00 fine. On site E-Board Members decision concerning timeliness will be final.
- All fines are payable and due to the President or Treasurer prior to practice of the next Association Event. All fines must be paid before engines or confiscated parts will be returned.
- Other disqualifications, fines and/or penalties may be imposed upon any member by the Tech Coordinator; VMCR, President, or any E-Board member for infringement of the VMCR rules and regulations. These fines and/or penalties could include but are not limited to cash, points, starting or finishing positions at any event.
- All fine money will be added to the VMCR point fund.
- Members banned from the Association will not receive points, payout or recognition of any kind at the post season Awards Banquet.

I. DISCLAIMER:

The rules set forth herein are to provide for orderly conduct of racing events. These rules shall govern the condition of all events and by participating in these events, all participants agree to comply with all conditions, which are set forth by these rules. Changes may occur due to "track rules" or because of the need for updates/clarifications during the season. These changes, if any, will be brought to the drivers' attention prior to the race and will be considered legal and binding rule changes. Competitive racing can result in injury and/or death to the participant. No expressed or implied warranty of safety shall result from publication of or compliance with these rules and regulations. They are a guide for the conduct of the sporting event and are in no way a Guarantee Against Injury or Death to participants, spectators or others.

II. DRIVER REQUIREMENTS:

Any Driver, Minimum Age 11 years old. Younger age must be approved by the E-Board prior to competing. Drivers under the age of eighteen will be required to execute a minor's release form prior to competing. Your elected E-Board is responsible for approving all drivers. Track Rules regarding age override VMCRA rules.

III. CONDUCT:

All drivers or anyone in the VMCRA pit area shall conduct themselves in an orderly manner at all times. Physical violence or abuse of any individual, official, participant, spectator, etc. at the speedway complex may subject the offender to immediate expulsion from the event and/or site and Association and are also subject to additional fines and/or penalties. Non-members involved in misconduct will not be allowed to participate for the remainder of the season.

- Verbal Abuse or threats of any kind directed at any individual at the complex (officials, E-Board members, participants, spectators, etc.) or approaching another driver while still in their car will subject the offender to an immediate expulsion from the event and/or site and Association as well as other fines/penalties as determined by the E-Board. It is your responsibility to report any violations to any VMCRA official or E-Board member at the time of the incident.

Conduct will also be carried over to all "social media and public events" tied in with VMCRA. No type of derogatory commits and or slander will be made about VMCRA and its members/racers. The purpose of this is for any and all VMCRA business shall remain within and not brought to the court of public opinion.

- Prohibited Substances: All participants entering the restricted area (pits) shall be sober and not under the influence of any substance that may impair their ability to participate in a safe and orderly manner. It is the responsibility of the participant to withdraw from competition if they are taking medication that may display side effects that would impair their ability to safely compete. If in the judgment of the officials in charge, an individual is under the influence of alcohol or any controlled substances during the period of an event, they may be expelled from the event and/or site and Association.

Pit Crew: Drivers are responsible for the control of and the actions of their pit crew and family.

Unacceptable actions of the crew members or family members (including children) may subject the driver to a penalty or disqualification from the event.

- All cars may be required to submit to a pre-race inspection. The top 6 cars after qualifying may be impounded until the race event. Any changes to the impounded cars must be done in the presence of an E-board member or appointed official. After the event, the top 6 cars shall be required to report to post-race inspection. The VMCRA Inc. is not responsible for stripped

threads, gaskets etc. The VMCR Inc. also reserves the right to pull ANY car and all components such as engine, tires, fuel etc. from the field in for tech / inspection, or possible impound... no specific reason is needed. By competing in a VMCR Inc. event, you know and agree that your car may be subjected to inspection at any time by VMCR Inc inspectors regardless of where you may be in the final results. This inspection may also be specific and different than the inspection being performed on other cars in tech that night.

- **Failure to comply with official's directions may result in fines or penalties. This includes reporting to lineups in a timely manner.**

IV. TECH & PROTESTS

1. All cars must pass pre-race safety inspection and all drivers are required to attend drivers meeting before being allowed to compete. If the driver's meeting is missed, the car of the driver not in attendance must start from the rear of the field. If the drivers absence was unavoidable, the driver or acceptable rep will be briefed by an E-Board member and the car allowed to start from its qualifying position.
2. At the end of each event, the top six cars must report immediately to the Tech area. Cars in 'Victory Lane' must report to Tech immediately after post-race interviews are complete. Although the top 6 are required to report, the tech inspector will determine the number of cars being tech at each event. First place car WILL have engine SERIAL NUMBER AND SEALS verified before being confirmed as race winner.
3. Each team is responsible to maintain one person with their car at all times while in tech.
 - Only VMCR members, substitute drivers, or Crew Chief will be allowed to participate in tech. During actual tech inspection they are "non participating" unless asked by the tech inspector to answer a question or perform a task. A maximum of two (2) people per car/engine in question will be allowed in the tech area.
4. Members may bring one small tool box to tech containing only the tools needed. Boxes should NOT contain extra parts. Extra parts in tool boxes may result in a DQ, fine or penalty.

It is Mandatory that all engines are sealed by an approved VMCR sealing station.

- a. Approved sealing stations will be posted pre-season or you may contact any of your E-Board members for that information.**
- b. Only official VMCR, Inc. seals shall be used. Seals offer owner access to carburetor, valve train and oil.**

- c. **Engine serial number and tech specifications shall be documented and signed by the sealing
VMCRA, Inc. officials will receive a copy of the specifications for Association records.**
 - d. **Engine owner may request a copy of the engine specifications.**
 - e. **A list of every sealed engine, including serial number, seal numbers, and owner information will be made available to any VMCRA, Inc. member upon request.**
 - f. **Specifications of any sealed engine may be viewed by other members, through an E-board member, upon request.**
 - g. **Cost of sealing an engine to be determined based on amount of work and time required to seal each individual engine.**
 - h. **Reseals require tech of the unsealed area ONLY with cost the Responsibility of the owner.**
 - i. **Engines may be sealed at any point during the season.**
 - j. **Sealed engines are subject to protest**
 - k. **The VMCRA Inc. and/or it's seal stations are not responsible for Damage to sealed engines.**
 - l. **The VMCRA Inc. and its official seal stations reserve the right to mark any or all parts contained in a sealed engine.**
5. **VMCRA Inc. E-board members or qualified persons approved by the E-board shall act as tech inspectors at the tracks.**
- A. **Only non-sealed items will be subject to tech at the track.**
 - B. **All non-sealed or protested engines may be confiscated for tech by the VMCRA official sealer.**
 - C. **Cost of tech is the responsibility of the car owner / driver.**
6. **Sealed engines with intact, unaltered seals, after passing tech of standard non-sealed areas shall be declared legal and thus pass tech inspection.**

- a. **Sealed engines reporting to tech with missing or tampered seals may be confiscated for tech at the VMCRA, Inc. official seal station as described in Section IV, item 10 of these rules.**

Engines with missing or tampered seals may have only the area of the missing or tampered seals tech.

- b. **Unaltered intact seals will not be removed unless the engine is under protest, being claimed, or other areas show evidence of tampering.**

NOTE: IF A STARTER OR COIL FAILS ON ENGINE AND ARE UNABLE TO GET TO SEALING STATION BEFORE NEXT RACE, YOU MAY REMOVE (TOP SMALL SEAL LOCATED ON RED BLOWER HOUSING ON ENGINE) REMOVE ALL BOLTS EXCEPT BOTTOM SEAL, PULL BACK RED COVER TO REPLACE COIL/STARTER. THIS IS THE ONLY EXCEPTION ! BRING OLD SEAL WITH YOU TO NEXT RACE AND HAVE NEW SEAL PLACED ON MOTOR. IT IS YOUR RESPONSIBLY TO CONTACT VMCRA BEFORE DOING THIS.

****ENGINE SEALS ARE PROPERTY OF THE VMCRA AT ALL TIMES. ANY INTENT TO TAMPER WITH SEALS WILL RESULT IN FINES AND OR POSSIBLE SUSPENSION.****

- 7. Engine confiscation may include but, is not limited to the engine, oil, and fuel.
 - a. Engines must be removed in the designated tech area only.
 - b. Designated E-Board members only will be responsible for getting engines from the track to the official seal station.
 - c. Should you have no confidence in the trustworthiness of your E-Board, you, the owner, may provide a box and lock to seal the engine until the time of inspection.
 - d. Owner of the engine in question will be notified of date, time and location of the inspection and will be allowed to be present if so desired.
 - e. The tech inspection will be completed as soon as possible, at the convenience of our official sealer, keeping in mind the next event scheduled for the VMCRA, Inc. The engine will be returned, at the owners expense, unassembled unless arranged for otherwise by owner, prior to the next scheduled VMCRA, Inc. event whenever possible.
 - f. If the owner requests to be present at the time of tech, every reasonable effort will be made to set a time for inspection that he/she can attend. You do not have to be present for your engine to be tech.
 - g. If every reasonable effort has been made to schedule inspection at a time when the owner can be present, an acceptable date and time is unachievable within 72 hours prior to the next scheduled VMCRA event, and the owner does not allow tech to be completed, the

car/driver will be disqualified for the event (reasonable effort and special situations will be reviewed by the E-Board).

- h. The engine in question will not be returned to the owner until it has been to tech. At that time, if found illegal, the driver will be fined for a 2nd infraction as well as the race disqualification. However, If, after tech, the engine is legal, the initial disqualification for not meeting the time limit will still stand, while the engine is then returned to the owner with no further penalty.

- **PROTEST: The VMCRA E board reserves the right to take a vote on any Protest by members to either approve or deny protest request.**

- 8. All protests must be filed in writing no later than 15 minutes after the finish of an event to the tech inspector or E-board member. Protest forms will be provided for every team by the Association prior to the start of the season.

- a. Only a VMCRA Inc. member will be allowed to file a protest.
- b. You may only protest the engine.
- c. Protest may be lodged against any car no matter what their race position. Any car participating in a VMCRA, Inc. event are subject to protest.
- d. If illegal parts are discovered while looking for the protested part, the car will be declared illegal.
- e. All illegal parts will be impounded by the VMCRA AND NOT BE RETURNED.
- f. Cost of protest will be \$50 plus complete cost of tech.

1. Motor Protest: There is an additional \$500 down payment at time of protest.

- g. If the car being protested is found legal, tech fees will be the responsibility of the protestor.
- h. If the car being protested is found illegal, the car making the protest will be reimbursed their protest fee.

- Penalties will then be assessed to the illegal car as described in the section “Penalties for Cheating” while cost of tech becomes the responsibility of the car under protest. If the engine in question was sealed, the parts in question will still be confiscated per VMCRA rules and penalties assessed to the owner at the E-Board’s discretion.

- i. All protested engines, sealed or unsealed, will be confiscated per VMCR, Inc. rules for tech by our official sealer.
9. By participating in a VMCR, Inc. event, you subject your engine to be "claimed" (purchased) by any other VMCR, Inc. member.
 - A. Cost to claim an engine is \$1200.00 plus the cost incurred to tech and reseal the claimed engine, cash only. Claims must be made in writing to the Tech official no later than fifteen minutes from the conclusion of post race interview.
 - B. Money shall be held by the President or Treasurer and the engine confiscated for tech at the official seal station.
 - C. If the engine passes tech, the engine will be given to the claimer reassembled and the cash (less the cost of tech) given to the previous owner. Should the engine fail tech, the cash shall be returned to the claimer and the owner of the engine will be disqualified per VMCR, Inc. rules. In addition to the fines and penalties, the owner will also be responsible for the cost of tech.
 - D. Pipes, clutches, air filter adapters and motor mounts are NOT subject to the claim. Carburetors are optional. If the owner wishes to retain his carburetor, it will be teched and held until a new one (in the box) is supplied for the claimer. All other motor parts not mentioned will be subject to the claim.
 - E. Due to the claimer rule, NO member may disassemble a motor (any part) during the time frame of the beginning of a race (green flag) until 15 min. past post race interviews. (This does not include the repair of broken parts during a race.)
10. The E-Board and/or Tech Inspector has the right to impound any car from the field for inspection regardless of its finishing position. Also, any car impounded for inspection may be taken off site to be tech if deemed necessary by the tech inspector.
11. The Appointed Inspector must be satisfied that the car is in safe running order before it will be allowed to practice, qualify or race.
12. The decisions of appointed Tech Officials are considered final. Any questions regarding these decisions will be deferred to VMCR E board for the final ruling.
13. In the event of a disqualification, you will lose all points for that race and the privilege of using your drop race for the season.

NOTE REGARDING TECH: Please note that in the event that our Official Tech Inspector is not at an event, the role of Safety and Tech Officials is deferred to your E-Board. Please know and understand that it is the intention of the VMCRA Inc. to keep our cars as competitive as possible while keeping cost at a minimum and our engines stock.


- Our engine sealing program has been a tremendous success. Although it does carry an initial cost, over the course of a season, it has been proven to save the owner and the Association both time and money. Also know and understand that most of your E-board members (and their families) are racers as well. The E-board is elected yearly by their peers ... YOU. If you do not have faith in them as tech inspectors or leaders of this Association, then maybe the VMCRA is not for you.
- Provisions to protest and claim engines have been added for your benefit. Our division continues to grow with every passing season as does the level of competition. VMCRA Inc. rules are meant to make your racing experience as enjoyable as possible, keeping events safe, fair, competitive and, hassle free.

V. SAFETY EQUIPMENT

****NOTE: AFTER A PROPER GROUP/MEMBER NOTICE, ANYONE CAUGHT WITH A SAFETY VIOLATION WILL LOSE 5 POINTS AND PUT ON PROBATION FOR REMAINING ON YEAR.****

* Safety Equipment must be worn during practice, qualifying & race

* it is the responsibility of MEMBERS /PARTICIPANTS to make sure their cars meet the requirements of the VMCRA.

1. Approved racing full face helmet required. SNELL 2005+ . 
2. Flame retardant fire suit (1 layer minimum) required. The suit must be in good condition - no rips, tears etc.

Racing Gloves or equivalent are MANDATORY and in good condition. 

3. All cars must be fitted with an Approved racing seat mounted securely to the chassis.
 - A. A 1/16 inch. minimum steel plate or washer of at least 7 square inches must be used with 2 grade 8 bolts securing the seat to the seat mount (sandwiching the seat between the steel and the bottom mount) Side mount seats must also be re-enforced with steel.

B. Both Right and Left side Seat Head Rests are highly recommended.

4. Minimum of 5 point racing harness securely mounted to frame with grade 8 hardware. Belts must be no older than 7 years (based on the date on the belts, not the date you put them in your car). Regardless to age, belts must be free of any defects or damage and are subject to approval of VMCRA. **Note: some NASCAR sanction tracks may require 3 years or newer belts.**



Approved Neck brace.



Arm restraints worn in proper position required.



5. A small fire extinguisher, 2 ½ lb. ABC minimum, in good operating condition, with metal mounting brackets is mandatory. Brackets must be bolted or welded to frame, **not on floor pan**, etc..

All exposed roll cage bars inside the drivers compartment must be padded.

Securely fastened window nets are required on both sides .

*****IT IS MANDATORY THAT ALL TEAMS HAVE AT LEAST A 2.5 LB FIRE EXTINGUISHER IN THEIR PITS AT ALL TIMES*****

6. Must have left and right side “B-post” mounted mirrors. Center mirror is optional but does not replace side mirrors. Minimum diameter size of 4 inches.
- 7. Must have net or metal covering over leg and foot compartment. (under the hood to keep legs and feet inside of car in case of roll-over). Nets must be secure with metal strip or rod or plastic zip ties with at least a 75 lb. rating. i.e. (the more ties the better).**
- 8. Sheet metal (door skins) no less than 16 gauge steel, must cover door bars on driver compartment. metal must connect or overlap to front and rear firewalls, NO GAPS.**
- 9. "ARENA CARS ONLY". For the cars that does not allow door skins to be welded or pop riveted. ABS (Acrylonitrile Butadiene Styrene) material 1/8" thick will be used in its place. Plastic ties will be used to fasten ABS material to door bars. Door skins must cover drivers compartment (i.e. door bar area) and connect/overlap front and rear firewalls.**
- 10. A firewall is required between driver and engine compartment.**
11. All weight must be bolted with minimum of grade 8 bolt **(5/16+)** to steel (NOT ALUMINUM).
12. Approved, securely fastened catch cans are MANDATORY (old oil cans, drink bottles, etc.. will NOT be allowed). Both fuel and oil overflow must be directed to a catch can.

13. Batteries and Fuel Cells must be securely mounted in the engine compartment.
14. All switches must be mounted to the left side of the steering wheel where the dash should be AND MARKED (OFF – ON).
- A. **Switches must operate in up position for “on” and down position for “off” and must be labeled as such.**
 - B. Master “Turn off” may be mounted on fire wall next to driver.

15. CLEAR LEXAN ONLY required in all windows, NO PLEXIGLASS and No Tinting or painting allowed.

16. All steering, brake (including pedal assembly) and hub components must be cotter pinned, double nut or lock nut.

17. Rear hydraulic disk brake is mandatory, front brake optional.

A. Hydraulic brake connections must be tight and free of visible leaks. All brake lines should be safely routed to prevent possibility of being worn through or pulled loose.

18. Rear axle must have snap ring in place (both sides). Axle collars are HIGHLY RECOMENDED to prevent axle, hub, disc etc. from moving



19. Steering wheel must be approved “quick release” type.

20. Foam filled fuel cell with required fittings and tip over valve mandatory.

21. Wheels:

- i) Min. of 4 bolt hubs required. 4 X 4 bolt pattern
- ii) All studs must be in good race condition.
- iii) All 4 Wheels must be the same size and **both offset on sides**, and in good, race condition.
- iv) **6 inch. 7 inch and 8 inch wide wheels only. All four wheel on car must be same size. NO MIX AND MATCH**

22. Tip over valves inside the fuel cell are mandatory. VMCRA reserves the right to do a safety inspection on any car at any time. It is the responsibility of the competitor to be sure the car meets all safety rules.

23. **ALL exhaust nuts/bolts must be safety wired OR DOUBLE NUT.**



VI: BODIES

ALL TRANSPONDERS WILL BE MOUNTED ON RIGHT SIDE "A" POST ON CAR

1. Bodies must be the likeness of a "Cup" Car.
2. Bodies must be constructed from Fiberglass or Plastic.
3. All bodies must appear to be mounted level.
4. No rough or sharp edges allowed.
5. **Minimum length is 96 in.. - Maximum length is 120 inches.**
6. **Minimum height is 30 in. from ground to the highest point.**
7. **Maximum car width (body, bumpers, fenders, tires-wheels) is 50 inches at any point for ALL CARS. Bodies must be center mounted on chassis.**
8. No minimum ground clearance.
9. **Body must be securely mounted to chassis at minimum of six points.**
 - **(At least one in the front and rear)**
10. All hinges must be securely mounted and in working order.
 - Broken hinges are subject to not pass pre-race tech inspection.
 - **(DUCT TAPE IS NOT A HINGE)**
 - **All Arena bodies must be hinged**
11. Driver compartment opening must be hinged from the front and in working order.
12. All windows must be securely mounted - bolted or riveted to body.
 - (No other holes allowed in windows with exception of the rear side windows).
 - No side windows allowed.
13. Numbers are mandatory on both doors and must be at least 12 in. in height.
 - A. A 3 inch number is recommended on the right front and rear of the car.

- B. A 12 inch minimum sized number must be placed on the roof to be read from the passenger side of the car.

14. Fenders may not be cut or altered except for tire clearance. . **(NO FLARED FENDERS).**

15. A securely fastened spoiler (minimum length of 31 inches) is required. Minimum height 2¾ in. max 3¾ in. Spoilers may not be adjustable from the drivers compartment during a race.

****NO ANGLE RULE ON SPOILER****

16. All bodies must be considered safe for racing by Tech Inspector.

A. **Excessive duct tape is NOT effective body repair.**

17. All member cars must run the VMCRA Sticker package. All stickers will be run on both sides of the car, on the fenders, in any order as long as they are forward of the side numbers. EXCEPTION TO THE VMCRA STICKER which will be run on the back window. and above all other stickers just below the "A" post.

*****ALL DRIVERS LAST NAME WILL BE PLACED ON THE TOP OF BACK WINDOW*****

VII. CHASSIS

NOTE: For the 2018 rigid and suspension (including arena cars) can compete in VMCRA. Any car must meet ALL rules listed as well as the following. Only one spring and small body shock per corner. Any rated 8 or 10 inch spring allowed. Any steel small body 5 or 6 inch stroke (any brand) non-adjustable shock. and only ARENA RACING USA stamped shocks will be approved. If shocks and springs are run, they must be on all 4 corners. ALL other chassis, body, safety and engine rules apply. The use of solid "struts" can be used to make a suspended car rigid and above rules won't apply.

- All chassis (members and nonmembers) must be safety and rule compliant.
- Non Members chassis must be approved prior to racing in any VMCRA, Inc. event.

1. RIGID FRAME ONLY. NO "FLOATING" PARTS.

A. **Suspension cars will be allowed if made rigid.**

B. **Rear struts on suspension cars must be nonadjustable (solid) on one end. EXAMPLE: Rod, heim and/or jam nut welded solid so strut would have to be manually removed from chassis to be adjusted.**

2. Minimum weight 650 lbs. with driver at any time of event. All suspended cars 725 lbs. with driver.

A. **Maximum left side weight is 55% of total weight. ALL CARS**

- B. All added weight must be enclosed or securely mounted and identifiable to your car (example: car no. painted on the weight).

3. **Minimum frame width is 42 inches.**

4. A full perimeter type frame and four point type roll cage structure is mandatory. Primary frame member and roll cage must be constructed of a minimum 1 in. round or square mild steel tubing, minimum .065 thousandths wall thickness.

- Cars built prior to 1995 may be constructed of 7/8 in. tubing. Welded construction is mandatory. Frame and roll cage structure must be adequately braced to protect foot and leg, engine, and fuel tank area with lateral side bars between the roll cage uprights to afford driver protection. floor pan is also mandatory.

5. No Minimum ground clearance

6. Maximum car width is 50" inches. (Side to side) Maximum 4½ inches per side measured from original frame rail to the farthest most point of the wheel or tire front and rear. (whichever is farthest)

- NO OFFSET CHASSIS.(measurement regardless of tire pressure).

7. Seat must be center mounted to the frame. A metal or aluminum full coverage.

8. Front to rear wheel base minimum length is 58 in. - maximum 61 in. measured from center of rear axle to center of front spindle. Internal front and rear bumpers only, rear lift bars are allowed as supplied from the manufacturer. NO SIDE BARS. NO MORE THAN ½ INCH DIFFERENCE BETWEEN RIGHT AND LEFT WHEEL BASE.

VIII. TIRES

1. Racing slicks (American Racers or Hoosier only)



2. All four tires must be of the same make and in good race condition.

3. You can change tires any time you need to: after qualifying, heat, between twin races.

4. No tire softeners, hardeners or conditioners allowed.

5. No burn outs at anytime.

6. Tires may not be grooved.

7. Tires may be shaved to true up but must remain in safe race condition.

8. Tires are subject to confiscation for testing at ANY time.

A. Should the tire(s) in question be found legal, the testing cost shall fall to the VMCRA Inc.

B. Should the tire(s) in question be found illegal, cost of testing shall fall on the car owner. (this matter handled the same as with engine impound; IV-6.)

IX. FUEL

- All cars must have approved Fuel Cells mounted securely and are required to be equipped with the updated fitting in the bottom of the cell.
 - All Fuel Cells must meet the approval of the Safety Inspector.
1. Fuel will be provided by the VMCRA Inc. at each event. It shall be each drivers responsibility to arrive at the track in time to be fueled prior to practice / race. Availability and Brand will be posted pre season. ******FUEL CADDY WILL BE IN AT DESIGNATED AREA AT ALL TRACKS. ALL CARS MUST FUEL UP AT STAGING AREA******
 2. Fuel cells may be sealed post fueling. Cars may return for refueling before the featured event (at no additional cost).
 3. Cost of the fuel will be **\$5.00** per car per race, however, should the cost of fuel exceed that amount, there may be a need to collect additional funds to compensate for the difference. For nonmembers, the charge for fuel will be based on the cost of fuel at that time. All fuel charges subject to change at any time based on the cost of fuel.
 - **Members receive 1 ticket per race toward Banquet 50/50.**
 - **Must be present to win.**
 4. Fuel fees must be paid prior to receiving fuel.
 5. **No fuel additives.** Fuel may be tested at the track or sent for analysis.
 6. All fuels and fuel cells are subject to be tested AT ANY TIME. (This includes while lined up to qualify and may be taken from the fuel lines or directly from the carburetor bowl.)

X. ENGINE

A Honda GX390 (389cc) engine is the basis for which all engine rules are based. When it says "STOCK". it is inferred and implied that this shall men untouched and unmodified. No alterations. If a "CLONE" of the GX390 is used, all specifications shall be based off the Honda GX390. Measurements and comparison to honda parts will be used to determine legality. Any "CLONE" part outside the specs of the Honda part may be deemed illegal even if it is stock and unaltered, so it is up to the competitor to be sure his or her car is legal.

1. I.E. Because of the manufacturing and the market, Honda Genuine OEM parts, Clone parts, and OEM replacement parts may be used as long as it meets spec.

- A. Serial numbers may not be removed from the block.
- 2. Engines must not exceed factory service limits on specs and clearances.
- 3. No after-market parts unless otherwise specified.
- A. No light weight parts unless otherwise specified. (i.e.: pistons, wrist pins, etc.)
- B. No alterations of any kind to stock parts unless otherwise specified.
- 4. Charging system may be removed
- 5. Choke and governor may be removed (internal & external).
- A. Remaining holes must be resealed.
- 6. Low oil indicator may be removed.
- 7. External pull crank may be removed.
- A. Fan behind the pull crank must remain stock.
- B. Manual hand-rope pull may be removed. If removed, the hole must be covered with acceptable screen (NO solid plates). Screens must have holes min. ¼ " diameter (Screen must be approved by E-board).
- 8. Stock fuel tank must be removed.
- A. Tank mounting tabs may be removed.
- 9. Head cover shroud may be removed or replaced with homemade version.
- 10. Stock air filter must be removed and replaced with air filter adapter measuring maximum of 1.25 in length (Thickness) and 2.60 in diameter.
- A. 1 adapter per engine. (2nd. adapter not allowed inside of air filter.)
- B. Air filter mandatory attached at carburetor/adapter. No extensions.
- 11. No cool cans.

12. Approved, securely fastened catch cans are **MANDATORY**. Refer to Section V, item 14



(page 9) for catch cans.

13. Crank shafts:

- A. Internal crank shaft may be reground to .010 under.
- B. External crank shaft may be turned or shortened to accommodate various clutches.
- C. No ceramic engine/crankshaft bearings.
- D. Only Honda Stock rod (GX390K1)...OEM replacement and or clone rods may be used upon market. After market rod bolts accepted.**

14. All engines must have stock rod, stroke and piston pin location. Bore may be re-bored to 10 or 20 thousandths / .25 or .50mm (available as stock replacement for Honda GX390K1).

- A. Bore may be re-bored to 10 or 20 thousandths / .25 or .50mm (available as stock replacement for Honda GX390K1).
- B. Must be stock Honda GX390K1 replacement rings.
- C. Crank and Rod Specifications must match.

15. No torque converters of any type allowed.

16. Valve Train System:

- A. Unaltered Stock Honda rocker arms and push rods only.
- B. Stock Honda OEM valve springs only. 6 coil only. 5 coil heavy duty stock appearing will not be allowed.
- C. One shim per spring allowed. (Thickness as per delivery in Stock Honda GX390K1. One (1) stock keeper per valve.
- D. "O-rings" (one per valve) are allowed as a safety feature. Valves may NOT be grooved to accommodate o ring.
- E. Valve cover bolt may be replaced with a stud.
- F. Stock or brass valve guide replacements are allowed.

17. Carburetor: Stock Honda for GX390K1 or clone equivalent only.

- A. Carburetors will be checked with stock no-go (.830) gauge.
- B. No machining of carburetor in any fashion. No grinding or drilling unless noted below.**
- C. Choke may be removed.
- D. No throttle stops allowed at carburetor.
- E. Stock Honda jets only... sizes 92 to 110 only seated in stock position.
- F. Only stock unaltered emulsion tubes seated in stock position.
- G. Stock, unaltered throttle plate only.
- H. Stock unaltered Honda GX390-K1 throttle shaft and components only.
- I. Inline fuel filters acceptable, but only one fuel pump per car operating at one time.
- J. No air allowed to the engine past the carburetor. ALL STOCK GASKETS (paper and metal) MUST BE IN TACT.
- K. Vacuum pump inlets must be completely sealed while running electric fuel pump.
- L. Stock unaltered insulator blocks must be run with stock gaskets (one per side .. unaltered, intact). If running an electric fuel pump, no alterations allowed. If running a vacuum fuel pump, you may add a 1/4 in. tubing for vacuum access. Coil wire tabs may be removed.
- M. Stock Honda insulator block with OEM or clone version vent tube **WILL** be used as well.



Honda Part # 16211-EFS-040.

- N. No cracks or extra holes allowed in insulator blocks.
- O. Carburetor must be securely fastened to engine.
- P. The hole in the shaft (below the jet.. protruding into the bowl) may be drilled so that the existing hole will travel completely through the shaft.
- Q. No alterations to carburetor bowl, its bolts or washers.

18. Automotive type or braided fuel line is recommended. Metal screw type clamps are REQUIRED for all fuel line.

19. Cylinder Head: Must remain stock.

- A. Old / warped heads may be resurfaced to the minimum 3.730 thickness.
- B. No porting, polishing, sand, bead blasting, or sizing of any part of the head unless noted.
- C. No acid baths
- D. Three angle valve seats are **not** allowed.
- E. No multi angle on valves allowed (45 degrees only).
- F. All cylinder measurements will be taken from stock Honda parts or manual.
- G. Studs may be added to replace cylinder head bolts.

- H. Max. clearance for deck height is "0" (zero deck clearance!) Pistons MUST NOT come out of "the hole". Pistons may be cut or sanded to achieve zero deck. Blocks may be decked to achieve zero clearance. STROKE MUST NOT BE ALTERED. Clearance will be checked across the wrist pin.
- I. NO FLATHEAD PISTONS. Stock Honda GX390K1 pistons ONLY... sanded or cut (if needed) to achieve zero deck clearance. Min. dish depth shall be .070
- J. It is acceptable to remove excess carbon from your head. A helpful hint would be to use a wooden paint stick and be VERY CAREFUL. Excessive scratching WILL result in DQ.

20. Cam: Stock Honda GX390k1 Cam only. (i.e. OEM Replacement if OEM unavailable)

- A. No Reground Cams. **STOCK ONLY.**
No alteration of any kind to Cams. **No alteration of springs, arms and or dowels on back face of cam.**
- B. No shims of any kind allowed.
- C. Cams must be in place with notches in line. No advancing or retarding of cams through placement in engine.
- D. All pressed gears shall remain in stock position. Balancers must remain stock and cannot be removed.
- E. IF YOU HAVE A DOUBT ABOUT YOUR CAM – CHECK WITH TECH INSPECTER PRIOR TO RACE DAY. You are responsible for your cam!

21. Spark Plugs: Open rule...Compatible to GX390K1.

22. Oil: Currently Oil Brands are Optional. No explosives allowed. Karting/small engine lite, medium and heavy oil recommended. **STAY AWAY FROM AUTOMOTIVE OIL.**

- At the E-Board's Discretion Specific Oil Brands may be required.

23. Fly Wheels: Minimum weight 10 lbs.

- A. No offset keys.
- B. No alteration to keys (included are filing, sanding, cutting etc.) Key size will be compared to stock keys.
- C. Keys must be in place.
- D. No alteration to key guide on flywheel.
- E. Outside magnets must remain stock and in stock location.
- F. Flywheels are subject to safety inspection regardless of weight.

24. Timing: Stock Honda coils only - No Alterations. (Included are modifications to coil mounting holes, bolts, spark plug wire)* spark plug boot may be changed or altered*

- A. No advancing / retarding crank gears (internal).

25. Ram Air...**allowed only through rear windows.** *Stock Only

- A. **No alterations to body for ram air other than to the right or left rear side windows only. ALL ram air must be filtered.**
- B. If using rear window Air Duct, no modifications to the duct are allowed, however, foam tubing may be wrapped around the hose to provide a secure fit into the air duct.\
- C. **Limit of 2 hoses (2 rear windows) to the engine compartment.**

26. Drive Train: Dry centrifugal clutch (SHOE OR DISC) and live axle only.

- A. Chain drive only. #35 chain recommended.
- B. No automatic or manual chain oiling systems.
- C. All hub and sprockets locked in place with keyway. No ratcheting or free floating hubs. Axle locking collars are recommended.

27. Exhaust pipe must be solid, may be stepped, as long as exhaust is routed outside of the body mainly pointed down toward the ground. **No mufflers allowed.**

28. Side cover locating pins may be replaced with solid dowels.

29. Side cover bolts may be replaced with studs.

30. Important: No accommodations to allow for adjustments of any type from inside the car will be allowed. This includes, but is not limited to the carburetor, exhaust, heat shields, spoiler, etc.

- NOTE: Ask before you try ... if we don't say you can ...then you can't! Stock, unaltered means just that. That means no machining, sanding, scraping, blasting, etc. unless this rule book says you CAN. Any questions should be referred to the Tech Coordinator or an E-board member.

XI. STEERING

1. Kart, direct mechanical linkage or rack and pinion allowed. **SIGNIFICANT AMOUNTS OF PLAY IN STEERING RACK/BOX WILL NOT BE ALLOWED FOR COMPETITION.**
2. Front or rear steer allowed.

XII. RACE RULES

1. **Individual track rules override VMCR rules during the event on race day. Discrepancies will be discussed pre-race prior to each event. However E board may alter or reverse decisions made by track officials if VMCR feels competitor was done unjust.**

VMCRA will make every attempt to qualify on time whenever possible. In the event this is not possible, VMCRA reserves the right to qualify on practice speeds, drawing pills, or the use of points. Drawing may include all or some of the field. Inversion of positions (any number) may also be incorporated. Again, the use of actual qualifying times will be our first choice but the use of the other methods may be used and will be decided upon by VMCRA officials on an event by event basis.

NOTE: SOME TRACKS USE THE LAST ROUND OF PRACTICE AS YOUR QUALIFYING TIMES.

- A. The top six (6) cars waiting to qualify MUST BE RUNNING.
- B. NO CAR is allowed to be pushed either manually or mechanically when entering the track for qualifying.

Initial starts will be double file and will be started by the flagman. ALL RESTARTS REQUIRE THE "CONE" RULE ON RESTARTS.

Driver WILL NOT be eligible for "cone" if they are 1) a lap down, 2) involved in caution, 3) if you pit during that particular caution. Those drivers will remain at rear of the field in the inside line for the restart. **Drivers failing to get in their rightful restart position after being told or motion to by flagman or race control, is subject to black flag or transponder getting pulled). . (quit scoring)**

- A. Cars shall remain in tight nose to tail formation prior to the start of the race.
 - B. Holding back (**i.e. BRAKE CHECKING**) to get a run at the green flag) will result in Black Flag or disqualification from the event.
2. At the smaller tracks visited by the VMCRA Inc. the fields may have to be split in the name of safety. This will have to be decided per event based on the number of cars.
- A. The number at which the field will be split shall be determined prior to qualifying. All cars will then qualify according to our rules.
 - B. The top qualifying cars shall then compete in the "feature" Race with points given as usual
- All cars not making the feature shall compete in a shortened consolation race. Points for that group shall start where they ended in the feature.
 - EXAMPLE : The field is split at 20 cars. You do not make the feature but do go on to win the consolation race. You would receive points on the night for 21 position. Please keep in mind that this rule is for the safety of us all. As good as a 35-40 car field would look, what kind of race would the next event be if all the cars were torn up the week before?
3. Any car involved in an accident that is able to continue before the caution flag is flown will resume position wherever he reenters the field. If the car is unable to continue or caution comes out before it is able to reenter the field that car must restart the race from the rear. (Some track rules require all cars being involved in cautions to restart from the rear and you must abide by the track officials

directions.) *****DRIVERS INVOLVED IN A ACCIDENT AND CAN NOT MOVE ARE REQUIRED TO RAISE THEIR ROOF FLAP TO ALERT SAFETY WORKERS THAT YOU ARE OKAY*****

4. During a caution there is no racing back to the flag.

- HOLD YOUR POSITION AFTER THE CAUTION REGARDLESS TO WHERE YOU ARE ON THE TRACK.
 - A. Whenever the caution flag is brought out (regardless of your position on track) ALL CARS shall slow to caution speed! Caution speed is considered to be just above idle.
 - Failure to obey this rule may be considered an unsafe driving practice and possibly result in a black flag or DQ.
 - B. When in doubt over the position...slow to caution speed, but remain beside the car in question. Scorers will refer to the previous green flag lap and place the cars back in order.
- 5. All cars going into the pits under a yellow or red flag must start in the rear of the field if they return to the event. Working on your car during red flag is allowed in the pit area only.
- 6. All work on cars must be done in the pit area.
- 7. Any driver causing another to wreck or spin during an event may be black flagged, disqualified or sent to the back of the field. (Rule directed to intentional spins or incidents where a driver is thought to be reckless.)

Any driver doing any unnecessary bumping, blocking, side contact drafting (scrubbing off speed), running competitors out of groove or out of bounds, caution contact with other competitor. MAY OR WILL RESULTS IN BLACK FLAG AND/OR OTHER PENALTIES.

- 8. At flag man or tech inspector's discretion, any car thought to be reckless or off pace may be black flagged and/or disqualified.
 - A. Any car off pace should maintain a low groove (keeping car in control) yielding to cars in higher positions.
 - B. Any driver receiving a black flag due to driving reckless or being off pace will NOT be allowed to return to that event.
- 9. Any car losing excessive parts (body, chassis, or engine) or fluid will be Black flagged.
 - A. A car black flagged as result of mechanical problems will be allowed to return to the track AFTER the problem has been corrected to the satisfaction of the VMCR / track official.
 - B. Any car receiving two black flags in a single event will not be allowed to return to that event.

10. Failure to obey black flag for 3 laps results in disqualification.
11. All cars moving through the pits should be at caution speed.
12. When a competitor enters or leaves the course it should be done in a line as far from the racing groove as possible.
13. When a car is slowing from race speed for any reason the driver should signal approaching cars by raising a hand high enough to be seen.
14. If any E-board member or appointed track officials see dangerous or reckless patterns in a driver, he/she may be black flagged from the race and/or receive penalties, fines or even be disqualified.
 - A. **Drivers receiving the black flag for reckless driving are on automatic probation.**
 - B. Probation shall be decided on an individual basis per incident by the E-board.
 - C. Any other penalties and/or fines shall be decided on an individual basis per incident by the E-board.
 - D. Failure to comply with probation mandates, or repeat offenses may result in the driver being dropped from the association with no points, payout or recognition at the post season awards banquet.
 - NOTE: Please understand that it is our desire to let every car owner/driver race in our division. You need only to read our goals to know what the VMCR Inc. stands for, HOWEVER, we will NOT jeopardize the rest of the field for the actions of one driver. WE WILL NOT COMPROMISE ON SAFETY! Please use your heads and race smart. If you don't, you will NOT race with the VMCR Inc.

XIII. FLAGS:

1. **Green Flag:** The track is open for racing. Passing is not permitted before the green flag is displayed at the flag stand.
2. **Yellow Flag:** All cars must come to a caution speed as soon as possible in a nose to tail formation. No passing or racing back to the yellow flag.
3. **Red Flag:** All cars must come to a complete stop in a nose to tail formation at a pre-designated location on the track.

4. **Black Flag**: Cars receiving the black flag will be required to leave the race and enter the pits for consultation with a pit official. Failure to do so may result in a penalty.
5. **Black Flag** with **Red Circle**: (aka Meatball flag). Mechanical Trouble only. (some tracks have this flag)
6. **Crossed Flag**: This is the half way signal for the race
7. **Blue** with **Yellow** Diagonal: This means to move down the inside of the track (out of the racing groove) you are being lapped.
8. **Red Flag** with **Yellow** Diagonal stripes: (some tracks have this flag). This flag means cars will continue to circle the track, however, laps will not be counted. This will be known as a "rolling red" situation. This flag will be displayed at events where caution laps count. When this flag is displayed it is the same as the red flag. Cars entering the pits will NOT be allowed to do ANY work on cars. Once the flag has been removed and the yellow has been displayed work on cars can continue
9. **White Flag**: One lap to go.
10. **Checkered Flag**: The race is officially completed and all cars must pass underneath the flag to be officially scored. The checkered and the yellow can be displayed simultaneously.

XIV. RACE RESULTS:

- **The Mini Cup divisions are the most difficult to score. Every effort will be made to assure that the results are accurate, however, results turned over by the track scorers will be considered official unless some form of review is available (i.e. transponders/electronic scoring, race video). If you feel the final finish is incorrect, let any E-board member know and we will make every effort to investigate and confirm or correct the finishing order.**
- **Any Doubt or Questions concerning rules, interpretation of these rules and/or race procedures should be brought to the attention of the E-Board and/or Tech Inspector prior to the event. Ignorance is no excuse! Attempts made to abuse the contents of this rulebook will not be tolerated.**
- **Thanks for your support of the VMCRA Inc. Please race responsibly.**