

## DISCLAIMER AND WAIVER OF LIABILITY

The following rules are for the AMRA Open Wheel Modified division. Interpretation of, or amendment to, these rules may be made, however, at any time in the interest of fair competition. The rules and 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 licensees are deemed to have complied with these rules and regulations. They are intended only as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants and/or others involved. AMRA does not warrant or guarantee, in any way the safety or fitness of any race car. This is a dangerous sport. You are risking your life by participating in any fashion. The AMRA and its officers, representatives, officials, promoters, members, and/or sponsors will not be held responsible or liable for injury or death.

### **GENERAL RULES**

1. AMRA race rules and regulations shall apply at all AMRA sanctioned events.
2. AMRA officials shall have full authority over race cars at AMRA sanctioned events. At the discretion of the AMRA official /s in charge , any competitor may be disqualified for rules violations, or hazardous equipment, or hazardous actions.
3. All AMRA vehicles are subject to inspection by an AMRA official at any time. The driver is required to bring the car to the official area in order to be allowed to participate. Only under extreme conditions will AMRA officials inspect cars in their own pit. Approval of an AMRA participant's race vehicles; or other equipment; by an AMRA official inspector shall mean only that the vehicle is approved for participation in a competitive event; and shall not be construed in any way to mean, or imply that the inspected AMRA vehicle is guaranteed to be mechanically sound or safe. Be it further known and understood that AMRA: and AMRA officials shall not be held liable for any mechanical failure nor for losses, injuries or death from same.
4. Any un-sportsmanlike conduct by a driver, car owner, pit crew member, agent, etc., shall be grounds for disqualification and/or punitive action; including, but not limited to any and/or all of a combination thereof: probation, suspension, fines, loss of any and/or all points, loss of any and/or all purse/prize money; which shall be by vote of the AMRA board, for certain undesirable behavior, as determined by the AMRA board. Any driver or their car owner, pit crew member, agent, etc., who is in another drivers pit, or at another drivers car, shall be considered at fault in the event of an altercation. AMRA drivers are responsible for the conduct and actions of their car owners, crew members, agents, etc. Failure to furnish a Social Security number, or providing a false Social Security number, will result in a \$500.00 fine to

participate by AMRA: and possible legal action by the I.R.S.

5. Absolutely no alcoholic beverages will be consumed by drivers or their pit crews prior to, or during a sanctioned event. The use, distribution, or sale of illegal drugs at any time can be cause for immediate, indefinite suspension.

6. Drivers under age 18 years of age must have a signed and notarized parental consent form signed by a parent or legal guardian. Said document shall be in the possession of the AMRA office and the race track before participation of said individual will be allowed. Track insurance regulations hold precedence in regards to minimum competition age. AMRA may require participants to undergo a physical examination before an individual is allowed to compete in AMRA sanctioned events.

All drivers MUST have an AMRA competition license and be in good standing with AMRA in order to compete.

Any participant not having an annual competition license, MUST obtain a temporary license in order to compete in any AMRA event. Temporary license is good for one (1) event only.

**ROLL CAGES:**

7. (A) Must consist of a continuous hoop not less than 1.5 inches outside diameter, and must have a wall thickness of at least .095 inches.

(B) Must be frame mounted in at least six (6) places.

(C) Must consist of a configuration of front and rear hoops connected by tubing on the sides, or side hoops. Drivers head must not protrude above cage with helmet on and strapped in driver's seat. Roll cage must be securely supported and braced.

(D) Low carbon, mild steel D.O.M. tubing is recommended. No brazing or soldering allowed.

(E) Protection of feet is mandatory. Bar across back of engine with vertical bars and rub rails, or similar protection.

(F) No brace bars forward of cage may be higher than stock hood height.

(G) Chassis must have drive shaft hoop. See rule no. 20.

8. (A) Driver doors must be as parallel with the ground as possible, and located perpendicular to the driver so as to provide maximum protection for driver, but without causing undue difficulty in getting into or out of vehicle. Door bars must be .095 inch thickness; must have a minimum of (3) three bars at least 1 1/2 inch in diameter. Driver door bars must be plated on the outside, with a minimum 1/8 inch steel or aluminum. Plate must cover the area from the top door bar to the bottom door bar and from the rear down post to the front down post. Steel is to be welded, aluminum is to be bolted with a minimum of 3/8 inch diameter bolts. Plate must be visible for inspection.

(B) The door bars must be welded to the front and rear of the roll cage.

(C) No brazing or soldering allowed on any of the chassis/frame components.

(D) Floor pans with a minimum of 20 gauge steel; or minimum 1/8 inch thick aluminum plate may be used.

### **SAFETY EQUIPMENT**

**9. Helmets are required and must meet a minimum standard rating of Snell SA2005 or SA2000. If no sticker is present AMRA must assume the helmet does not meet the required standards and will**

**not be allowed. Helmet must accompany vehicle at time of inspection.**

**10. SFI approved full fire suits of a flame retardant nature must be worn by all competitors at all times. Fire suit must be in good operable condition. Two-piece fire suits are allowed. Fire retardant gloves, neck braces, and shoes are highly recommended.**

**11. Fire extinguishers are required. A minimum of one (1) 2 lb properly mounted (not taped or clamped into car with no means to readily remove it, if needed) "hand held" style fire extinguisher will be acceptable. A fire suppression system is still recommended, and these 2 extinguishers can be used in conjunction with each other, if so desired.**

**12. Competition type seat belts required. Belts must be at least 3 inches in width. Lap belts, shoulder belts, and submarine belts are required. No factory type seat belts may be used. Metal to metal buckles required on shoulder and seat belts. All belts must be dated no more than three (3) years old. If not dated, AMRA must assume the date has expired and they will not be allowed.**

**The ONLY recognized date will be the manufactured date as stamped on the seat belt manufacturers tag. No sales receipt will be recognized. Ex: If a car is inspected in May 2007, the seat belts can be dated no earlier than May 2004. Driver will be given one (1) warning to get belts replaced before the next race. The second warning, the belts MUST be replaced before the car will be allowed to participate in any further competition activities. 13. Window nets are highly recommended.**

### **TIRES**

**14. (A) Only tires which are recognized as approved by AMRA are allowed. Hoosier Racing Tire E-Mod 2-ply constructed 26.5 & 27.5 x 8.0 - 15 in the soft, medium, & hard compounds are the only legal sizes and compounds allowed\*.**

**\*For the 2007 season only, AMRA will allow a "burn-off period", whereby the previously AMRA recognized & approved Hoosier Racing Tire 26.5 and 27.5 8x15 in the A40, D40 & H40 compounds can be used in AMRA competition. Please note the following dates:**

**The "new" 2007 competition approved tires must be used on the rear of the car by June 1, 2007. By July 1, 2007, all 4 tires used in AMRA competition must be the new 2007 competition approved tires.**

**Any use of the A40, D40 & H40 style tires after the above dates will be considered a violation of AMRA rules.**

**(B) No grooving or siping of tires allowed.**

### **WHEELS / SPACERS**

15. (A) Eight (8) inch steel wheels only. One (1) inch tolerance for beadlocks.  
(B) Bead locking devices allowed on the right side wheels only.  
(C) Mud plugs allowed on the right side wheels only. Any mud plug other than foam must be securely mounted to the wheel. AMRA Official will determine if the mud plug is securely mounted.

### **FRAMES**

16. (A) Factory production complete, full, 1950 or newer parallel American passenger car frames only. Frames may be cut in rear only at a point not further than 36", both sides, from center of rear end housing. No front clips or tube type allowed.  
(B) Frames may not be widened or narrowed and must be able to support roll cage on both sides. Frame must be full and complete on both sides. Front cross member may be notched for radiator clearance only. Minimum frame height, and body height, must be four (4) inches from the ground.  
(C) No Jeep, Bronco, (etc.) or 4-wheel drive frames allowed. No sports car frames allowed. No front wheel drive frames allowed.  
(D) Minimum wheelbase is 108", both sides. NO TOLERANCE.  
(E) Maximum overall tread width, front or rear, shall not exceed 78"; measured from outside of tread to outside of tread.

### **SUSPENSION / STEERING**

17. (A) Front suspension and steering must be O.E.M. and be in stock location, and must be replaceable by stock part from same type suspension. Stock passenger car spindles only. No fabricated spindles. Aftermarket tube type lower control arms may be used. Lower control arms cannot be altered or moved, (exception: may weld shock mount on lower control arm). May use steel bushings in lower control arms.  
(B) Tube type upper control arms are allowed and can be moved. Cross bar for upper control arm may be aluminum.  
(C) No center steering. In cockpit steering may be modified to drivers taste, but must remain on the left side of car.  
(D) No rack and pinion steering. Steering box must be O.E.M. Steering box must remain within original bolt pattern of frame used.  
(E) O.E.M. Tie rod ends and adjustment sleeves may be replaced by a minimum .625 inch (5/8") rod end (heim joint) and steel or aluminum tube.  
(F) Rear of frame may be altered to accept leaf or coil springs. Any coil spring on car must be at least 4 1/2 inches outside diameter. Coil springs must be steel. Leaf springs may be steel or composite type. Lowering blocks, rear spring shackles, and rear end drive bars may be steel or aluminum only. No torsion bars allowed in rear.  
(G) No hydraulic, ratchet, or electric weight jacking devices allowed anywhere in or on the car.

**(H) One shock per wheel only ("Dummy" shock absorbers are still considered to be a shock). Additional shocks in other locations permissible. Aluminum shocks are allowed. No remote reservoir shocks allowed.**

**(I) No aluminum, fiberglass, or composite suspension, steering, or rear end parts allowed, except where noted in these rules. No aluminum hubs allowed. Front hub & rotor assembly must be one piece steel O.E.M.**

**(J) Coil over spring / shock units (or combination thereof) allowed on rear suspension only (this includes "lift bar").**

**No coil over spring / shock units allowed on front suspension.**

**(K) No covers on springs, shocks, etc. allowed. With the exception, of a small bellows type shaft cover for a coil**

**over eliminator and / or pull / push bar assembly, for maintenance purposes only. Shaft covers are subject to**

**AMRA officials approval, and are subject to removal.**

### **BRAKES**

**18. (A) Must have a working caliper and rotor on each wheel and must lock up all four wheels.**

**(B) Steel O.E.M. brake calipers only. Steel vented brake rotors only; may not be modified; ie... drilled full of holes, machined down, etc. Rotors may be re-drilled for different bolt pattern and/or larger studs.**

### **REAR ENDS**

**19. (A) Any passenger car type, or truck type rearend may be used. No quick change devices allowed.**

**(B) No aluminum components allowed except: axle caps, drive plate, and wheel spacers.**

### **DRIVE SHAFT**

**20. (A) Drive shaft must be steel and must be painted white.**

**(B) Drive shaft loop is required. It must be constructed of 1/4" x 2" steel. Tubular loop may be used, must be made of a minimum 1" diameter tubing. Loops must be mounted no less than two (2) inches and no more than six (6) inches from the rear of the front universal joint of the drive shaft. (see illustration)**

### **TRANSMISSION / BELL HOUSING / CLUTCH**

**21. (A) 3 speed, 4 speed manual, and automatic types are allowed. Aftermarket racing transmissions are allowed as recognized by AMRA. No "IN and OUT" boxes. With motor running and car in a still position, driver must be able to engage car and move forward, then stop and engage car and move backwards. No type of quick change transmissions allowed.**

**(B) Transmissions must have at least one forward gear and one reverse gear, plus a neutral position, and must be able to be shifted by the driver. All race cars must join the line-up on demand, unaided or go to the rear of that race.**

**(C) O.E.M. type transmissions, with stock type single disc in bell housing, must be equipped with an explosion proof steel bell housing. If an explosion proof type bell housing is not available for your engine, or if you prefer, you may construct a shield of at least 1/2" x 6" steel covering the clutch area 180 degrees, and be securely fastened.**

### **KILL SWITCH / BATTERY**

**22. (A) A kill switch is required. Switch must be clearly marked and located within easy reach of the driver, and safety crews must be able to reach switch from standing outside the car.**

**(B) All cars must have a battery. Battery must be securely mounted. Battery cannot be mounted inside drivers compartment.**

### **ENGINES**

**23. (A) Any American make may be used.**

**(B) Rear of engine, bell housing mounting flange surface, must be mounted at least 72 inches forward from the center line of the rear axle.**

**(C) Engine offset must be kept within 2 inches of the center line of the front cross member.**

**(D) Minimum engine height is eleven (11) inches from the ground to the front center of the crankshaft.**

**(E) All engines used in competition must be able to be used in a conventional passenger car without alterations.**

**(F) Engine "cast-in" motor mount locations can not be removed or altered. Castings and fittings must not be altered.**

**(G) No machine work may be done on the outside of engine, or on the front or rear of the camshaft.**

**(H) No "dry sump" systems are allowed. "Wet" system in engine must be operative.**

**(I) Engine cooling system may be modified.**

**(J) Engine block must be steel.**

**(K) Exhaust system must be mounted in such a way as to direct spent gases away from the cockpit of vehicle, and away from areas of possible fuel spillage.**

**(L) Battery type ignitions only. NO magnetos allowed. Maximum of one (1) ignition system and / or multiple spark discharge box allowed. An ignition system includes, but is not limited to: multiple spark discharge box, coil, battery, etc.**

**(M) Mufflers are recommended, and may be required at some tracks.**

**24. All vehicles must have the capability of starting without being pushed or pulled.**

### **ASPIRATION / FUEL SYSTEM**

25. (A) One 2 barrel, or one 4 barrel carburetor only.
- (B) Two (2) carburetor throttle return springs are required.
- (C) Engine must be normally aspirated; no type of fuel injection allowed.
- (D) No electric fuel pumps or fuel systems of any type.
- (E) Racing fuel cells are required and must be mounted by at least two steel straps, no less than two (2) inches wide x 1/8" thick, all the way around the cell. The use of 1"x 1" x .065 wall sq. tubing is recommended to be used, and may be required in the future. Using a minimum of two bars around the top, bottom, and sides of the fuel cell. All fuel cells must be mounted securely to the frame. Fuel cells must be enclosed completely in a steel container, mounted behind rear axle only, and must also be protected in rear by roll cage tubing mounted securely to the frame. \* No part of fuel cell should be lower than the protective tubing. Protective tubing should be no wider than 6 inches on both sides of fuel cell. Fuel cells must have check valves, and bladders are highly recommended. Fuel cells are limited to 32 gallon maximum capacity. Fuel cells with fuel pickup located in the top of cell ARE MANDATORY. Fuel cells with a bottom feed pickup are not permitted. Retrofitting a bottom feed cell will be permissible, but the bottom feed opening must be plugged. A cap on the exposed bottom fitting will not be acceptable for plugging.
- (F) Fuel may be either gasoline or alcohol. NO nitrous oxide. NO additives of any kind.

### **TRACTION CONTROL**

- (A) Use of any type of "traction control" is absolutely forbidden in any AMRA sanctioned event. For purposes of clarity, "traction control" shall refer to any device, controlled by mechanical, electrical, and/or computer controlled, either by in car, attached to car, or by a remote means. No data gathering or recording devices. No cockpit or driver controlled ignition timing or fuel delivery devices.
- (B) AMRA officials may inspect any car they suspect could be benefiting from the use of "traction control" devices at any time. Driver/crew of car called to be inspected are expected to cooperate (in a sportsman-like manner) with inspector/s; and may be required to jack up car, remove wheels, panels/covers, and install jack stands to make safe the inspection process. Failure to cooperate with inspector/s will be considered an indictment of guilt on the AMRA competitors part, and competitor will be found in violation of this rule. No exceptions. No follow up inspection for this violation.
- (C) AMRA maintains the right to confiscate any part/s they suspect as "traction control" from any car, at any time, for as long as it would be necessary to determine if said part/s is or is not classified as an illegal "traction control" device. If device is found to be legal, device will be returned as soon as

practicable to owner. If part/s are found to be "illegal", part/s are sacrificed to AMRA.

(D) AMRA competitor (driver) whose car "illegal" part/s were found shall be found in violation of AMRA rules

and will sacrifice any points accumulated to date that season and shall not be eligible for any point fund and/or

contingency money/awards possibly due that season. In addition AMRA competitor (driver) shall not be

eligible for competition in any AMRA event for twelve (12) calendar months from the date of the ruling.

26. (E) This inspection is NOT included in the protest procedure. The AMRA is NOT required to post \$100 to

perform this inspection on any AMRA competitors car.

(F) Any AMRA inspector who inspects a car for this reason will be required to turn in a written report to the

AMRA office the week following inspection, with findings /results of inspection procedure. This report will be kept on file, as well as shared with other track inspectors and promoters.

### **BUMPERS/NERF BARS**

27. (A) Bumpers must be used on both the front and rear of car. Bumpers and nerf bars must be steel.

(B) Front bumpers must be mounted to both frame horns. Front bumper must be made of a min. 1 1/4"; max. 1 1/2" round or square tubing. Front bumper is required to have two (2) loops, one upper and one lower. (see illustration)

(C) Front bumper may be no wider than the frame horns, with a two (2) inch tolerance only, to accommodate bumper mounting bracket per side.

(D) Front bumpers must be outside of body and not covered in any way.

28. (A) Rear bumpers, side nerf bars, and bodies may not extend beyond the width of the rear tires, and must not contain any sharp edges. (see illustration). There shall be no rough edges on any bar or bumper on the car.

(B) No straight rear bumpers allowed. The ends of the rear bumper must be bent to form a 180 degree bend, or be bent forward in a 90 degree bend. (see illustration)

(C) Rear bumpers must mount to rear of chassis. Rear bumpers may be constructed of round or square tubing, and must protect fuel cell. (Please note that the bars which are known as "fuel cell" protectors are not considered part of the rear bumper. They are however, required as fuel cell protection.)

29. (A) Both front and rear bumpers shall be eighteen (18) inches plus or minus two (2) inches from the ground. This measurement is to the "center" of the bumper. This means if your bumper is constructed with it's two bars, upper and lower, twelve (12) inches apart, then the center of your bumper is six (6) inches from either the top or bottom. This is where the measurement is taken, at the "center" not the top or the bottom. (see illustration)

**(B) Bumpers must be flat across. Bumpers may not be made in any type of pointed configuration. A bumper which is badly damaged may be required to be repaired or replaced before car is allowed to compete.**

### **WEIGHTS / CAR WEIGHT**

**30. (A) Loose weights must not be used in drivers compartment, or outside the body or hood area.**

**(B) Any added weights must be securely mounted to the frame or roll cage with at least two (2) 1/2" bolts, nuts, and washers. Weights must be painted white and have the car number on it.**

**(C) Car must weigh 2400 pounds with driver after every race. Car must make weight at inspection to receive inspection points. Scales being used will be the FINAL determination of weight for car and driver.**

### **CAR NUMBERS**

**31. (A) Car numbers must appear on both sides of the car, on the door, or quarter panel, a minimum of 18 inches tall and nine inches wide, per number. Number must appear on the top of car a minimum of 24 inches tall and nine inches wide per number. (See body illustrations.)**

**(B) The number must also appear on the nose and fuel cell of the car a minimum of 6 inches tall. Numbers must be a contrasting color to the car. (See body illustrations.)**

**(C) Drivers membership number must be affixed to the roof, top of door, or drivers compartment. It must be visible from the drivers window with the driver in the car. Number must be a minimum of one (1) inch tall. Ex: AMRA 2003**

### **BODIES**

**32. (A) Hoods required to have four (4) hood pins.**

**(B) No type of "inner fender wells" will be allowed on car.**

**(C) Any type of sheet metal, or other material, which could be construed by officials to be affecting the flow of air in, through, or around the car, other than noted elsewhere in these rules, will not be allowed.**

**(D) No mirrors allowed.**

**(E) No type of radio communications are allowed.**

**(F) All cars must have a top.**

**(G) Gremlin type tops may be used, but not in conjunction with a rear spoiler.**

**Spoilers may only be used with conventional style tops. The determination of whether a car has a rear flip will be the decision of the AMRA official at that event.**

**(H) Rear spoilers are recommended to be made of transparent material.**

**(I) Rear roof height cannot exceed front roof height by more than two (2) inches (no tolerance).**

**No odd shaped roofs allowed.**

**(J) The rear body panel is optional. If it is used it must meet all other specifications, including size and installations.**

**(K) The interior of the car must be level with the top of the doors from side to side.**

**(L) Debris deflector in front of driver is allowed, but may not extend any farther back than the steering wheel.**

**(M) AMRA requests that twelve (12) inches at the front of both doors from top to bottom, and the bottom four (4) inches of the door and rear quarter panels be left available for sponsor decals. (see illustration). Sponsor decals must be located on the exterior of body in a suitable location to be eligible for any contingency awards.**

**(N) These written rules are in addition to the accompanying diagrams, and are designed to clarify. Both written and drawn specifications will be enforced. See diagrams for additional body information. The diagrams are intended to illustrate and convey the intent of the rules and measurements.**

**(O) The use of drapes and/or covers, at any time, are not allowed. This includes, but is not limited to, drapes covering the rear of the car, tires, firewall areas etc. Car covers to keep the interior dry, during towing on open trailers, are not included in this rule. Once any car is unloaded at an AMRA sanctioned event any and/or all covers must be removed and remain off during the duration of the event.**

**OTHER**

**33. At any AMRA event the official who is deemed the “Event Official” is in charge of inspection for the event. This Event Official shall have the final ruling at the event. Any further pursuit of a matter which has been brought to the Event Official, by an AMRA member, will be in the form of the protest procedure which is explained elsewhere in these rules.**

**34. Please note that AMRA does not get involved with “calls” on the race track. This means that if there is a problem with a call that a track official made, it needs to be directed to race track personnel, not to the AMRA official. Any discrepancy in the legality of a race car should be directed to the AMRA official.**

**PROTEST PROCEDURES**

**35. (A) Your first line of communication is the AMRA official presiding over the event. List your concerns with the official, in writing, as listed below. The official will attempt to determine the validity of the protest immediately. If the official is unable to determine the validity of the protest then the procedures listed below will be followed.**

**(B) To protest a car you must provide the residing official with a written protest stating:**

- 1. Who you are, including you car number, AMRA membership number, your address and phone number.**
- 2. Who you are protesting, including their car number and full name.**
- 3. Date of protest.**
- 4. What the protest is concerning.**
- 5. Track that the protest is taking place.**
- 6. The AMRA official who is officiating the event.**
- 7. A \$100 protest fee. This must be in U.S. cash or a certified check only. NO PERSONAL CHECKS will be accepted.**
- 8. Give these items to the official.**

**(C) The official will:**

- 1. Determine if the protest is valid and car being protested is indeed illegal. If the car is found to be illegal then that car will be disqualified from the event and will forfeit all winnings from the event, as well as all AMRA points for that week of competition.**
- 2. If the official can not determine if the protest is valid, whether there is a rule infraction or not, then the official will receipt the protesting members money for the protest fee and forward all information and the fee to AMRA headquarters. The AMRA Board of Directors will rule on the matter within thirty days from the date of the protest.**
- 3. In the event that the protest is settled by the presiding official; the written protest, and protest fee shall be for warded to AMRA with a written explanation from the official stating how protest was settled.**
- 4. Only the AMRA official/s, the protester (who will be the driver who is protesting ), and the driver of the protested car, are permitted to re-inspect the protested car. NO ONE ELSE WILL BE PERMITTED IN THE AREA OR PROTEST WILL BE VOID.**

**(D) When AMRA rules in favor of the participant who is protesting:**

- 1. The AMRA will return the \$100 protest fee to protesting member.**
- 2. The car who had protest filed against them will be disqualified from that event, and will lose all points for that week of competition.**
- 3. The disqualified driver will be charged a \$100 fine to be paid to AMRA, plus forfeit his / hers winnings for the event. This driver will not receive any AMRA points at any event until payment of fine is received by the AMRA office.**
- 4. In the event that there is a disqualification then other drivers in that event will be moved up in the finishing order by one position. In this case other competitors will not be financially compensated by the track promoter, or AMRA for their better finishing position. Other fines and/or penalties may be imposed on the disqualified driver if deemed necessary by AMRA.**

**(E) When AMRA rules against the participant who is filing the protest:**

- 1. The AMRA will retain the protest fee and it will not be returned to the member.**
- 2. Protesting member will have their file up-dated concerning this protest, and its**

outcome.

(F) Please note that these are the procedures which will be followed. Any type of verbal or physical abuse to an AMRA official by a member who is making a protest could not only void the protest, but could possibly cause that member to suffer penalties on themselves.

### **WEIGH - IN PROCEDURES**

36. (A) Car will not be required to be weighed at time of technical inspection for a regular event. However, it is

permissible for weight check to be required at technical inspection at special events.

(B) The scales which are used at any event will be considered the events official scales. The reading of these scales will be used as the official weight of the car for the event. (It is recommended that all participants check the weight of their car to assure that the car weighs 2,400 pounds according to the scales being used.

Remember, the reading of the scales being used is the official weight of the car.

(C) Minimum weight of two thousand four hundred (2400) pounds must be maintained. Weight includes driver after the race.

(D) Driver of car must be the person who weighs with the car. Official will verify drivers identity. Should driver who drove car in race, not bring the car to the scales, then that car is disqualified from that race.

(E) The top five finishing cars, minimum, in each and every race must be weighed after each race.

**(F) CARS MUST GO DIRECTLY TO SCALES AFTER RACE AND GET IN LINE TO BE WEIGHED. DO NOT GO TO YOUR PIT AND THEN BACK TO THE SCALES. DO NOT STOP AT ANY OTHER PIT AND THEN GO TO THE SCALES. !!!GO DIRECTLY TO THE SCALES!!!**

(G) AMRA officials have the right to require that a car be cleaned before weighing, if in the officials opinion, that excessive weight has been gained from mud accumulated from the track.

(H) Official operating the scales will communicate weight of the car to the driver if requested.

(I) Cars which are disqualified from heat races for weight violations of any kind will be put on the tail of a "C"-Main or "B"-Main. If car count dictates that all cars are in the feature then disqualified cars will start on the tail.

(J) Cars which are disqualified from the feature for weight violations of any kind will forfeit their points for that race, and any prize money for that race.

(K) Should a car not make weight:

1. The car will be removed from the scales and then put back on the scales for re-weighing to verify the weight of the car.

2. Should the car still not make the required weight then that car will be disqualified from that race and all cars finishing behind that car will be moved up one position

**(L) ANYONE CAUSING TROUBLE AT THE SCALES WILL CAUSE THAT PERSON TO BE EJECTED. ANY DRIVER OR PIT CREW MEMBER THAT CAUSES TROUBLE AT THE SCALES, WILL CAUSE THEIR CAR TO BE**

**DISQUALIFIED FROM THE ENTIRE RACE EVENT. FURTHER ACTION  
MAY ALSO BE TAKEN**