



Official Competition Rules

Effective May 1, 2015

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PART I

JURISDICTION & ADMINISTRATION

- 1.01 Effective Date of These Rules** – These rules of competition become effective May 1, 2015, and supersede all previous rules, bulletins or supplementary regulations.
- 1.02 Revision of Rules** – The Midwest TQ Racing League reserves the right to revise these rules or any supplements thereto at any time.
- 1.03 Application of These Rules** – These rules shall apply to every automotive competition, trial or test which the Midwest TQ Racing League sanctions.
- 1.04 Scope of These Rules** – The Midwest TQ Racing League shall exercise the right to authorize and supervise automotive competitions and tests of any kind; to make and construe rules for and to render decisions concerning them; to grant, refuse or withdraw licenses, sanctions and approvals; to assign and cancel dates for competitions; to appoint and rescind the appointment of officials; to impose and remove penalties for violation of its rules; to establish standards of eligibility for participation in competitions; to establish rules for its own procedure; and to do any and all things which, in its judgment, are consistent with the enhancement of automobile competitions.
- 1.05 Special Rulings** – The Midwest TQ Racing League reserves the right, in an emergency, to make special rulings which it deems conducive to the well-being of an automotive competition and voluntary participation of any competitor in the competition shall constitute recognition of this right. This authority is also vested in the Stewards of a race meeting.
- 1.06 Voluntary Not for Profit Association** – The Midwest TQ Racing League is not and does not desire nor propose to establish a monopoly in automotive competitions. It owns no racing facilities. No licensed member is a contractor with it for performance or non-performance. Resignation is at the will of any member at any time. In fact, no person may be a member of it, associate with it, or participate in its activities in any way excepting of his own free will.
- 1.07 Acceptance of Rules** – Every person, or group of persons, who undertake to organize or participate in an automotive competition under the sanction of the Midwest TQ Racing League shall be deemed to be acquainted with these Rules and his application shall constitute his acceptance of them.
- 1.08 Liability** – The connection of the Midwest TQ Racing League with competitions is advisory and not executive. Its regulations are promulgated for the improvement and stabilization of the activity, and are without responsibility or profit. Every track owner, race organizer, car entrant, driver, mechanic, or other person in applying for licensing, or receiving a license or being permitted to participate in a competition, and any person accepting an official appointment or acting in an official capacity in



connection with any competition sanctioned by the Midwest TQ Racing League formally agrees to be bound by these regulations and by any modifications of them, and recognizing that automobile racing is a hazardous undertaking, assumes all of the risk by reason of their participation in or association with automobile racing, and does for themselves, their heirs, executors and administrators, successors and assigns, release and discharge the Midwest TQ Racing League and its respective Stewards, Officials, Agents or Administrators, successors and assigns for any and all liability for personal injuries that may be received, and from all claims and damages for injury to person or property growing out of or resulting from any race, races, or any other competitions whatsoever, including qualifications, practice runs and/or exhibitions or other appearances whether contemplated or held under these Rules or caused by any construction or condition of any track or tracks, equipment, cars or other devices used therefore, or by reason of any alleged cause or condition of any nature whatsoever.

PART II

LICENSING & REGISTRATION

- 2.01 License** – Any person may become licensed with the Midwest TQ Racing League upon completion of the License and Registration Form, execution of the Annual Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, and payment of the appropriate license and registration fees. The Midwest TQ Racing League, at any time, may reprimand or revoke any license as they see fit.
- 2.02 Age** – Before a person shall be eligible for participation in a Midwest TQ Racing League sanctioned race meeting, such person must be fourteen (14) years of age or older. A driver under the age of eighteen (18) shall be required to have both parents or legally appointed guardians complete the Annual Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement.
- 2.03 Rookie Driver** – A rookie driver is defined as a driver who has not driven a class of car larger than a three-quarter midget, or a three-quarter midget or a racecar of equal size more than three (3) times in competition.
- A. The Chief Steward has the authority to require a rookie driver to start in the last position of all events in the first race meeting in which they compete if, in his opinion, the driver needs more experience before starting in his proper position.

PART III

RACE ADMINISTRATION

- 3.01 Selection of Executive Race Officials** – The Midwest TQ Racing League will select and announce the list of race officials for each competition.
- 3.02 Executive Race Officials** – The executive race officials will be organized into two (2) classifications:
- A. The race Stewards, who shall be comprised of:
 - 1. Chief Steward
 - 2. Other appointed Stewards
 - B. Other executive race officials who shall be comprised of:
 - 1. Chief Starter / Flagman
 - 2. Technical Director
 - 3. Chief Registrar
 - 4. Director of Timing & Scoring
 - 5. Other executive race officials at the discretion of the Chief Steward.
- 3.03 Authority of Executive Race Officials** – The executive race officials shall have the only authority and responsibility, acting individually or severally, to apply the rules, procedures or bulletins, as regards to the particular competition, except that they may delegate this authority to their assistants.
- A. The race stewards shall have the only authority and responsibility, acting individually and severally, to:
 - 1. Interpret the rules, procedures and bulletins, as regards to the particular competition.
 - 2. Pronounce penalties, which result from violation of the rules, procedures or bulletins as regards the particular competition, except that this authority to pronounce penalties may be specifically delegated by said rules, procedures or bulletins to executive race officials.
 - 3. Adjudicate questions and disputes arising from, or among, competitors.
 - 4. Act as representative of the Midwest TQ Racing League in any other matter or ruling which might affect the conduct of the competition.
- 3.04 Division of Executive Duties** – The Chief Steward will be the representative of the Midwest TQ Racing League at every sanctioned competition and will have all executive race officials and other race officials under his supervision. Duties may be delegated to other executive race officials as follows:
- A. The Stewards will ensure that the conduct of the competition is in accordance with MTQRL rules, procedures and bulletins.

- B. The Starter will display the proper flag signals during the race meeting.
- C. The Director of Timing and Scoring will obtain and record all timing and scoring information; keep the Stewards continuously informed of the standings during a race meeting; arrange to provide appropriate competitive information to the race organizer and the press; secure necessary timing and scoring equipment; have charge of the designated scoring area; ensure the preparation of the award distribution among the contestants; and serve as scoring consultant to the Stewards. All scoring material will be turned in to the Chief Steward at the completion of the event.
- D. The Technical Director will pass on the qualification of cars and equipment; have charge of and maintain discipline in the pits and garages; and serve as technical consultant to the Stewards.
- E. The Chief Registrar shall be responsible for the issuance of all restricted area credentials to competitors in a race meeting. He shall also issue credentials to those officials as may be designated by the race executives.

3.05 Steward's Duties and Powers – The duties and powers of the Stewards shall include the following:

- A. The Chief Steward is the final authority on the content of the official posting of all qualification results and race finishes and is empowered to pronounce penalties both during and after the competition, which may affect said posting.
- B. They may make such arrangements as to the position of the starting, finish, or other lines as, in their opinion, may be important to the safety and awareness of the competitors or the public.
- C. They may require any driver to demonstrate his ability to safely and properly handle the car in which he intends to compete. They may disqualify and/or exclude any driver who, in their opinion, becomes incompetent in the handling of a car.
- D. They may require all cars to carry identification numbers in accordance with those assigned by MTQRL.
- E. They may prohibit any competitor or car from entering or continuing a race if they consider either might be a source of danger.
- F. They may, before, during, or after a race meeting, penalize or exclude any driver or competitor whom they find guilty of misbehavior or misconduct.
- G. Believing that a competitor has no longer a chance to obtain one of the top prize-winning places in a race, they may order such competitor's car from the course.
- H. They shall have the power to excuse competitors who present reasons satisfactory, in their judgment, for failure to start, but shall report unsatisfactory cases to the Director of Competition.
- I. They may order postponement, cancellation, or shorten the scheduled distance of a race meeting or event in case of inclement weather or in case the course is not, in their judgment, in condition to permit competition to be conducted safely or for any reason which, in their judgment, may be sufficient.
- J. They shall have the right to stop temporarily or delay a race if, in their opinion, safety requires such action.

- K. They shall have the right to terminate a race before its scheduled distance and in such case shall determine the disposition of the awards.
- L. They may terminate a race after one or more cars have finished. They may reduce the scheduled distance or they may declare a contest completed, postponed or abandoned.
- M. They shall not call off a race meeting due to poor attendance. If necessity requires the abandonment of a race meeting, they shall see that the race organizer makes equitable adjustment with the entrants or their representatives.
- N. They shall receive all protests that may arise out of a race meeting and render decisions, subject to appeal as hereinafter provided.
- O. They shall report to the Director of Competition the facts in connection with any protest.
- P. They shall, if necessary, instruct all other officials as to these Rules.
- Q. The Chief Steward, and/or Chief Registrar shall as soon as practical after the close of the race meeting, send to the Director of Competition a report giving the results of competition together with the original copy or copies and particulars of all protests lodged and any discipline the Stewards may have administered, with their recommendations as to penalization, if any.
 - 1. This report shall include an official audit of the gate receipts when applicable, a receipt showing that all prizes have been delivered, a corrected copy of the official program and a critique on the track or course and the general conduct of the race meeting.
- R. The Chief Steward has the authority to require the use, in compliance with local regulations, of medical/rescue personnel that can provide the officials and participants with:
 - 1. Airway maintenance and breathing assistance.
 - 2. Spinal protection and stabilization.
 - 3. Cardiopulmonary resuscitation.
 - 4. Control of external bleeding.
 - 5. Transportation.The race organizer shall be responsible for all arrangements pertaining to medical/rescue personnel, including financial.
- S. They shall exclude and replace any official who, in their opinion, fails to perform his duties satisfactorily.
- T. They shall have the power to impound, at any time during a race meeting and for any reason, any item associated with the competitive activities of a car, a driver, or an entrant for purposes of examination, analysis, or testing. This includes, but is not limited to, parts and accessories, safety equipment, and support equipment used anywhere on the racing grounds.
- U. They shall have the power to penalize a competitor for reckless, careless, or overaggressive driving.
- V. The Chief Steward shall have the power to disqualify and/or exclude from competition any driver, mechanic, and other competitor or official who, as a result of a medical examination, gives evidence of or who shows visible signs of exhaustion, substance abuse, or other physical or mental irregularity.

- W. The Chief Steward shall have the power to amend the racing program with regards to events, laps, and number of starters.
- X. Decisions made by the stewards in paragraphs B, C, D, E, F, G, I, J, K, L, R, T, U, V and W are not subject to protest.

3.06 Starter's Duties – The Starter shall be responsible to the Stewards:

- A. To bring the cars to the starting line in the right order before starting them.
- B. To carry out any instructions from the Stewards regarding the competition.

3.07 Technical Director's Duties - He shall see that the Rules of the Midwest TQ Racing League, having to do with the classification and specification of cars and all matters in or pertaining to the pits, are observed. He shall have the authority and responsibility to measure or inspect an entered car or any item used on or in support of any entered car at any time during a race meeting. Such inspections shall be conducted to insure that all technical and safety specifications are being complied with at all times. Inspections and measurements include but are not limited to engines, fuel, fuel systems, weight, chassis, aerodynamic devices, wheels, tires and all safety specifications. Such inspections do not guarantee against disqualification if any violation is discovered during any subsequent inspections that may be made in connection with a race meeting.

- A. When possible, he or his assistants shall before the first competition subject all cars to a detailed visual inspection to see that all cars conform to the Rules; use diligence to eliminate cars of dangerous construction or that have been liberating much oil or smoke in practice, and shall inspect safety belts, shoulder harnesses, helmets, identification number displays and fuel systems to see that they comply with all specified requirements.
- B. He shall be responsible for proper discipline in the pits and paddock. He may inflict a fine up to five hundred dollars (\$500.00) for violation of rules within his jurisdiction.
- C. He shall ensure that all assigned identification numbers are displayed on each car as required by these Rules and shall promptly inform the executive race officials of any changes in these displays.
- D. He shall be responsible for placing the cars in proper position at the proper time for qualifications and for the race.
- E. He shall advise the Stewards regarding any car, which, in his opinion, is leaking fluids, including fuel, lubricants or coolants and/or is, in any way, creating a hazard to the competitor himself, to other competitors, or to the public.
- F. He shall examine cars involved in accidents and determine if they are suitable for further participation. He will not be responsible for any unseen damage or any repair that might result in future breakage causing further damage.
- G. He shall maintain communication with specific competitors in behalf of, and as directed by, the Chief Steward.
- H. He shall keep the executive race officials informed of cars declared out of the race and the reason therefore.



- I. He may, during or upon completion of an event, take possession of all or selected cars and, under such supervision as he may prescribe, take any and all such cars to an official area where they shall be kept under supervision and examined for compliance with the regulations. Any entrant refusing to allow his car to be inspected, or to follow the prescribed post event inspection procedures, will be disqualified.

3.08 Registrar's Duties – They shall see that all licensing and registration regulations of the Midwest TQ Racing League are complied with.

- A. They shall ensure that all entrants and drivers are in possession of the necessary current license issued by the MTQRL.
- B. They shall ensure that any outstanding fines that may be due and payable by any license holder are paid before the issuing of a credential.
- C. They shall ensure that the individual requesting a credential for a particular race meeting signs all necessary releases.
- D. They shall maintain records of all credentials issued by the Registrar's office and upon completion of the race meeting file a written report with the MTQRL office that contains a complete summation of all fees collected, accident reports, and the qualification and race summaries.

3.09 Agents of MTQRL – The executive race officials and other race officials assigned to a competition are agents of the Midwest TQ Racing League in the latter's performance of its duties in connection with any MTQRL race meeting, but shall not by reason thereof be excluded from the coverage of any insurance secured by a race organizer for their benefit.

PART IV

QUALIFICATIONS

4.01 Purpose of Qualifying – Qualifying determines the eligibility of each entrant to participate in the subsequent events of a race meeting by ranking the entry on the basis of its demonstrated competitive potential. The types of qualification may include, but are not limited to, any combination of the following:

- A. Individually timed trials.
- B. Results of qualifying races.
- C. Ranking determined by lot.

4.02 The Qualification Order

- A. The entrants shall make their attempts at qualification in the order stipulated by the Chief Steward. At the Chief Steward's option, post entrants shall qualify after all other entrants have had one opportunity.
- B. The qualification order shall be determined by lot and announced before each race event. A drawing for qualifying positions shall be held prior to the drivers meeting. Every entrant in the race is eligible to participate in this drawing subject to approval of the Technical Director, except that post entrants may be placed at the rear of the qualifying order through a separate phase of the drawing. The Stewards are empowered to draw for any entrant who does not have an authorized representative present at the drawing.
- C. The cars shall reserve their positions in the qualification order as long as the car remains in the place designated by the Stewards and until the car is ordered by the Stewards to proceed with the qualification attempt.
- D. If a car does not proceed with the qualification attempt when ordered to do so by the Stewards, it will forfeit its position in the qualification order and will be further penalized by the loss of one qualifying lap.
- E. During a recess or suspension of the qualification period the Stewards are empowered to preserve the qualification order already established until such a time as conditions permit the qualification period to be continued.
 - 1. During a suspension, entrants are relieved of the responsibility of maintaining their cars at the designated place when released by the Stewards.
 - 2. The Stewards shall announce prior to continuing the qualification period that all cars are to be returned to the designated place. Any entrant not returning his car to the designated place by the time prescribed, shall forfeit his position in the qualification order.

4.03 The Qualification Presentation

- A. All cars must be fully approved by the Technical Director prior to being presented for qualification.
- B. No car, which has used the specified number of attempts or completed attempts, may make further attempts.
- C. A driver who has qualified a car may not make an attempt to qualify a second car, unless the first car has been withdrawn from the race meeting with permission of the Stewards.
- D. Should a car stop anywhere on the course before starting the attempt (taking the green flag), it will be charged with an attempt, lose one qualifying lap, and return to the end of any subsequent qualifying order.
- E. A qualification attempt shall be considered started, when the front wheels of the car cross the starting line after the starter has given the proper signal.
- F. A car stopping anywhere on the course after starting an attempt shall be charged with an attempt.
- G. The Stewards are empowered, at their sole discretion, to cause the interruption of a qualification presentation. The presentation is terminated at the moment that the decision to interrupt is made. The interruption is signaled by the display of yellow or red flags. The decision to interrupt or not to interrupt a presentation is not protestable.
 - 1. When, in the judgment of the Stewards, the qualifier or his crew causes the interruption, an attempt is charged to the car and it must go to the end of the qualifying line. The decision as to the cause of the interruption of the presentation is not protestable.
 - 2. When the cause of the interruption is not due to the qualifier or his crew, no attempt is charged to the car and the car may be allowed to return to its original position in the qualifying line.
- H. Should a suspension of the qualification period be required after a car has started its warm-up laps or its qualification attempt, the car will not be charged with an attempt and will be given the first position in the existing qualification order when qualifying is resumed.
- I. A qualification attempt can only be completed under green flag conditions. A car will be charged with a completed qualification trial when the front wheels of the car cross the starting line after completing the posted qualification distance in one or more continuous laps.
- J. Any car not able to qualify within three positions of its original position in the qualification draw order may line up at the end of the qualifying order with the loss of one lap.

4.04 The Official Qualification Time – The official qualification time of each car will be the shortest total elapsed time of any completed trial by that car. The Scoring Director will create a record of the total time of each completed trial by each car during the qualification period(s).

4.05 Ties – In the event of two or more cars posting identical official qualification times, the affected cars will be ranked in the order in which the completed time trials occurred.



- 4.06 Violation of Competition Rules During Qualifications** – The Chief Steward is empowered, at his sole discretion, to pronounce any of the penalties granted to him in Part VI when an entry is determined to have been in noncompliance with these Competition Rules during qualification activities. The decision as to which penalty is most appropriate is not protestable.
- 4.07 Drawing for Starting Positions** – In the event qualifications cannot be held or completed, all eligible participants will randomly draw a pill to determine the starting order of the heat races. The lowest pill draw will start on the pole of the first heat; the next lowest draw will start on the outside front row of the first heat, etc. The Chief Steward has the authority to establish the number of heats based on the number of eligible participants.

PART V

RACES

- 5.01 Meeting of Drivers, Entrants and Officials** – Prior to each race, the Chief Steward shall conduct a meeting of drivers and entrants for the discussion and interpretation of the rules and any specific regulations applying to that race. All drivers and entrants are required to attend, and it is their responsibility to do so. Any driver or entrant failing to attend may subject their car to a penalty as may be imposed by the Steward's (including disqualification) and shall be charged with knowledge of the matters discussed at such meeting as if he had been present.
- 5.02 Scheduled Distance** – The scheduled distance shall be announced before each race.
- A. The distance shall be a minimum of a 4-lap trophy dash, 8-lap heats, 10-lap semi feature, and 20-lap feature unless track conditions dictate otherwise.
 - B. The Chief Steward has the authority to establish the number of laps and races to be run as needed.
- 5.03 Flag Signals** – The Starter shall use flag signals according to the following code:
- A. Green Flag: Start, course is clear.
 - B. Yellow Flag: Caution – reduce speed immediately with caution and maintain your position.
 - C. Red Flag: Stop – the race has been halted.
 - D. Black Flag: Stop at designated area within 2 laps.
 - E. Royal Blue with Orange Diagonal Stripe: A lapping driver is attempting to pass; give him consideration.
 - F. White Flag: The leader is commencing his last lap.
 - G. Checkered Flag: You have completed the race.
- 5.04 Persons Allowed on Track** – During a competition only authorized officials of MTQRL, the organizer, security and emergency personnel are permitted on the track between the outer and inner guardrails, and then only to perform their official duties.
- 5.05 Pit Personnel** – The Stewards are empowered to penalize any person for violation of pit behavior rules.
- 5.06 Pit Equipment** – Improper or dangerous use of a motorized support vehicle shall result in their removal from the premises and/or a fine to the entrant.

- A. Motorized support vehicles are required to have a plainly visible number on the front and back of the vehicle corresponding to the racecar number. Motorized vehicles cannot push a racing vehicle when it is under its own power.
 - B. The Stewards are empowered to penalize any car, if in their opinion pit equipment rules are violated. The decision to penalize is not protestable.
- 5.07 Report to Track** – Qualified cars are to be in position designated by the Stewards and ready to start the race before the time specified. The Stewards are empowered to replace any entrant not complying with this rule and start an alternate car.
- 5.08 Substitute Drivers**
- A. All substitute drivers must be approved by the Chief Steward or his representative. Substitute drivers are those drivers, who may substitute for the original driver before the start of any race. After a car is presented for a race with the driver of record, no driver substitution will be allowed.
 - B. Substitute drivers will start in last position in the first race in which they compete. A driver will be considered a “substitute” for one race only and will be allowed to start in his car’s earned starting position in all subsequent races during a race meeting. Substitute drivers will start ahead of any alternate starter.
- 5.09 Relief Drivers** – Relief drivers are not allowed.
- 5.10 Method of Starting** – All races, heats or qualification trials will begin with a flying start. A flying start shall occur when the car is in continuous movement up to and across the starting line from any point behind the line.
- 5.11 Start** – All drivers must form in their proper position on the parade or pace laps. They must remain in position unless mechanical difficulty occurs. In the event a driver drops out due to mechanical difficulty, the balance of the field should maintain their assigned positions unless otherwise instructed by the Chief Steward.
- A. Drivers dropping out of the parade or pace laps will not be considered cause for delaying the start. They may be left behind at the official start and not be permitted to restart.
 - 1. A car that stops for any reason after leaving the grid and impedes the start of the race will be placed at the rear of the starting field. Exceptions may be made by the Stewards for safety issues.
 - B. Cars whose engines are not running by the start of the first parade lap shall be moved to a designated area.
 - C. Drivers cannot raise their hand and postpone a start unless the Stewards have given prior approval.
 - D. On the lap designated by the Chief Steward, the pole car will gradually accelerate and pace the field to the starting line. The start will be signaled with the green flag and/or green light and will not be considered a start unless the green flag and/or green light have been displayed.
 - 1. The pole car will set the pace for the parade and pace laps.

- E. Racing commences at the display of the green flag and/or light. The field must stay in proper line until the green flag and/or green light is displayed at which time passing can take place.
 - 1. If, in the opinion of the Stewards, a driver flagrantly improves his/her position without cause prior to the green command, he/she will be assessed a penalty. The penalty will be a repositioning of the car rearward two positions for each car passed. This penalty will be assessed at the next yellow caution period, if possible, or in the Official Finish of the race.
 - F. If, after two attempts to start a race, no laps have been scored due to any accident and/or spin, there will be a single file restart. Any car(s) judged to be at fault for the delay can be moved to the rear of the field at the discretion of the Chief Steward.
- 5.12 Moment of Starting** – The timing of a race shall begin at the moment when the front wheels of the lead car reach the starting line after the Starter has given the proper signal.
- 5.13 Method of Scoring**
- A. A single start/finish line will be clearly defined on the racing surface only.
 - B. For each race, the Director of Timing and Scoring will cause to be created a record of the physical sequence in which each car crosses the start/finish line from the moment of starting through the official completion of the event. This record is the primary race scoring record. Other substantiating scoring records may be created at the discretion of the Director of Timing & Scoring.
 - C. A car will be officially credited with a lap only when its front wheels cross the start/finish line after completing one entire circuit on the course, as determined from the scoring records set out in (B) above.
- 5.14 Hazardous Mechanical Conditions** – A car which evidences any hazardous mechanical condition, will not be permitted to continue in competition until necessary repairs have been made. All cars must have nerf bars and bumpers to start and continue in any event. The Stewards decision as to whether a car will be permitted to compete is not protestable.
- 5.15 Yellow Caution Period** – The Stewards are empowered to call, at any time for any reason, a yellow caution period. Their decision to call, not to call, or to end a yellow caution period is not protestable.
- A. The yellow caution period starts with the display of the yellow flag and/or yellow lights and ends with the display of the green flag and/or green lights.
 - B. Yellow caution period laps are not scored. The provisions of Rule 5.17 (C), (D) and (E), will be used to determine the last official race laps and the restarting order.
 - 1. Cars stopped on the course and restarted will be placed at the rear of the field.
 - C. At the start of a yellow caution period, all drivers are required to reduce speed immediately. The driver of the leading car in the race is required to reduce speed to the designated pace lap speed and to maintain that pace throughout the yellow caution period. All other drivers are permitted to close with caution to a position in single file behind the race leader. Should the race leader leave his position in the track, the next driver in the line has the responsibility of maintaining pace lap speed.

- D. During the yellow caution period, no driver may pass another car unless:
 - 1. The other car is stopped on the course.
 - 2. The other car is on the inside of the track and is not maintaining pace lap speed.
- E. In the event of a false start or restart, a driver who passes another car must slow down and assume his correct position as soon as practical.
- F. The penalty for passing another car improperly (except as provided for in Rule 5.15 D) during the yellow caution period, without subsequent authorization by the Chief Steward, will be the repositioning of the car rearwards two positions for each car passed. This penalty will be assessed at the next yellow flag period if possible or in the Official Finish of the race.
- G. If for any reason any of the above penalties are not applied during the race, the Chief Steward is empowered to apply the penalties after the race in the final posting of the Official Finish of the race. The matter of whether a penalty could or should be applied during the race or after the race is not protestable.

5.16 Black Flag, Stop for Consultation – The Stewards are empowered to order any driver at any time to stop at the pits for consultation by displaying the black flag

- A. The decision to order a driver to stop at the pits may be made, if in the opinion of the Stewards, any condition exists which would cause the driver or his car to create a hazard to the driver or other competitors.
- B. A driver may be ordered to stop at the pits, if in the opinion of the Stewards, the driver has flagrantly violated the rules or is driving in a reckless, improper or unsportsmanlike manner.
- C. The Stewards decision to order or not order a driver to stop at the pits is not protestable.
- D. When a driver is ordered to the pits because of a hazardous condition of his car, the proper repairs must be made before the car will be permitted to continue in competition. The decision to permit the car to continue may be made by the Technical Director or his representatives and is not protestable.
- E. Drivers, who in the opinion of the Stewards clearly ignore the black flag signal and do not stop at the pits on the next lap after the signal has been given, will be penalized, in that no laps will be officially credited following the lap on which the signal was first given until the driver brings the car to the pits. The decision as to whether the black flag was ignored is not protestable.

5.17 Red Flag

- A. When the red flag is displayed by the starter, it signifies the stopping of a race immediately. Drivers will proceed very slowly to the starting line, as instructed, and stop.
- B. Should a race be stopped prior to all starting cars, except those in the pits or with mechanical difficulty, completing one lap, no laps will be officially credited, and a complete restart will be conducted using the original starting lineup. This will include all of the procedures of the original start. Any car involved in the incident that causes the race stoppage will be placed at the rear of the re-start line-up.

- C. Should a race be stopped anytime following the lap completion as set out in (5.17 B) above, the last official race lap will be that most recent race lap in which the race leader and all successive cars running on the course, excluding cars passed by the leader during that lap, were scored at the start/finish line prior to the display of the red flag, or the yellow flag in the event that yellow flag laps are not being scored in the race. Within this lap, each car will receive credit for its most recently scored lap. All other cars not appearing during this lap will receive credit for their last lap scored prior to this last official lap.
- D. In the event of a race continuation other than as set out in (5.17 B) above, the cars will be lined up in single file order beginning with the race leader. The restart order of the remaining cars will be determined by their physical sequence at the start/finish line during the last officially scored lap as determined in (5.17 C) above, except that cars passed by the leader during that lap will be granted lineup positions determined by their sequence in the subsequent scored lap.
- E. Notwithstanding (5.17 D) above, the following conditions will cause a car to be placed at the rear of the restart lineup:
 - 1. Cars involved in an accident during, or subsequent to, the last officially scored lap. The decision as to whether a car has been involved in an accident is not protestable.
 - 2. Cars stopped on the course, including the pits, during the last officially scored lap.
 - 3. The restart order of cars placed at the rear of the lineup will be in order by total laps completed and sequence of completion.
- F. The scoring of cars will not begin until the green flag is displayed.
- G. The decision as to whether to red flag a race is not protestable.

5.18 Race Completion

- A. The race will be considered completed at the moment the checkered flag is displayed and the front wheels of the lead car cross the finish line regardless of the actual distance completed. The race competition will be considered completed when, after this moment, each car still running on the course has, in the opinion of the Stewards, had safe and sufficient opportunity to return to the start/finish line. At this time, scoring will cease and the event is completed. The Stewards decision in this matter is not protestable.
- B. If a yellow flag is displayed after the leader receives the checkered flag, each car crossing the finish line under yellow flag conditions will be scored in their position as they were scored on the last officially completed race lap. Any cars involved in the incident causing the yellow flag will be placed at the end of all cars running on their lap in the final standings.
- C. A race event will be incomplete unless the race leader has run more than 50% of the scheduled distance. The Chief Steward has the authority to amend this rule when unusual circumstances arise.
- D. The white flag will be displayed to the race leader as he starts his last lap, and will continue to be displayed to each successive car so long as any car has begun its last lap.
- E. The checkered flag will be displayed to the race leader as he completes his last lap under momentum created by his own vehicle; and will continue to be displayed to each successive car as set out in (A) above until competition is completed.

- F. Final standings will be determined by the sequence in which the cars completed the scheduled distance. Cars not completing the scheduled distance will be ranked in order by total laps completed and sequence of completion.
- G. If a race is stopped by the use of the red flag and is subsequently ruled complete, the final standings will be determined by ranking all cars in order by total laps completed and sequence of completion, utilizing the last officially completed race lap. After examining all available evidence as to whether a car or cars were involved in an incident that led to the display of the red flag, the Chief Steward has the authority to amend the final standings by removing appropriate official credits, from any car(s). The final standings will be amended prior to posting. The Chief Steward's decision, as to who was involved in the incident, is not protestable.
 - 1. If a preliminary or qualifying race is stopped by the use of the red flag and is subsequently ruled complete, the Chief Steward has the authority to assign finishing positions based on the official restart lineup.
 - 2. The Stewards are empowered to make every effort to restart a red-flagged race if the conditions warrant. The Stewards decision to restart or not to restart a red-flagged race is not protestable.

5.19 Ties – In the event the scorers are unable to conclusively determine any difference in the physical sequence for two or more cars, the Stewards are empowered to declare a tie for the positions involved, and prizes will be divided among those cars declared to have tied. The Stewards decision as to whether to declare a tie is not protestable.

5.20 Race Procedures

- A. Two Spin Rule: Any car that spins or stops on the track twice in one race will be sent to the pits.
- B. Work Area: If any repairs are needed during a race, you may go to the pit area to perform them. It is recommended the driver exit the car if fuel will be added.
 - 1. If your car is running under its own power while in the pit area, it must do so at a safe speed. Traveling at an unsafe speed through the pit area may subject you to disqualification.
 - 2. If the car is presented to the lineup chute as race ready before the one-to-go signal is given by the Starter they will be allowed to reenter the race at the rear of the field.
 - 3. You may only reenter the racing surface upon the direction of the Stewards. Reentering the racing surface without permission may subject you to disqualification.
 - 4. If repairs are not completed before the one-to-go signal is given, you may wait for the next caution or red flag period to reenter the race.
 - 5. The Stewards decision as to whether you may reenter the race or not is not protestable.
 - 6. Track rules supersede MTQRL rules and you may not be allowed to reenter the race at all events.
- C. Red Flag: Cars will be allowed to restart after a "tommy tip over" if the Stewards see no visible damage and deem it to not be serious in nature. If a car is able to restart, it will do so at the rear of the field and will be charged with a spin. The two spin rule will be in effect.



1. The Stewards decision as to whether you may restart is not protestable.
2. The Stewards will not be responsible for any unseen damage that might result in future breakage causing further damage.

PART VI

PENALTIES

- 6.01 Penalties** – The Chief Steward or Director of Competition has the authority to pronounce penalties. Any person or organization violating these rules may be penalized.
- 6.02 Scale of Penalties** – No penalties may be pronounced other than from among the following listing.
- A. Fines
 - B. Repositioning
 - C. Laps
 - D. Forfeiture
 - E. Disqualification
 - F. Exclusion
 - G. Suspension
 - H. Loss of points
- 6.03 Authority to Pronounce a Fine** – The Chief Steward shall have the authority to pronounce a fine up to \$500 upon any participant who violates any MTQRL rule. To this, the Director of Competition or the Executive Committee may add further penalty.
- A. The Director of Competition and/or the Executive Committee shall have the authority to levy a fine not exceeding \$1,000 against any participant who violates any MTQRL rule.
 - B. This authority is not confined to rule infractions, which may occur during an event but is extended to cover any and all infractions on or off, at or away from the racetrack.
 - C. The above authorities of the Chief Steward, the Director of Competition and/or the Executive Committee are in addition to any specified penalty attached to a rule.
 - D. Any executive race official shall have the authority to pronounce a specific fine attached to a rule that is specifically delegated to him for enforcement.
- 6.04 Application of Fines** – Fines may be deducted from the prize money of an entrant. All fines shall belong to MTQRL and shall, upon collection, be transmitted immediately to the Director of Competition. No fine assessed shall be removed or modified except by order of the Executive Committee after consultation with the Director of Competition and the Chief Steward.
- 6.05 Delay of Payment of Fines** – Fines are payable within one week. Any delay in making payment shall entail suspension during the period the fine remains unpaid.

- 6.06 Authority to Pronounce Repositioning Penalty** – The Chief Steward of a race meeting shall have the authority to pronounce a repositioning penalty. A repositioning penalty may not be protested.
- 6.07 Effect of Repositioning Penalty** – The pronouncement of a repositioning penalty shall result in the arbitrary movement of the competitor to a lower position in the event standings. If effected during the event, the competitor will be directed to assume a different physical position in the line of cars on the track. If effected after the event completion, the official posting will be adjusted to reflect the Chief Stewards pronouncement.
- 6.08 Authority to Pronounce Lap Penalties** – The Chief Steward shall have the authority to pronounce lap penalties as specified in these rules. The authority shall be limited to violations occurring during qualification periods or races. Lap penalties shall be pronounced in complete laps only.
- 6.09 Effect of Lap Penalties** – The pronouncement of a lap penalty shall result in the removal of official credit for the specified number of laps from the total laps credited to the participant.
- A. If the lap penalty is pronounced during the competition, the removal of official credit shall begin with the participant's lap in which the violation occurred and shall include subsequent consecutive laps, as required.
 - B. If the lap penalty is pronounced after the competition is completed, the removal of official credit shall begin with the participant's last lap and shall include previous consecutive laps, as required.
 - C. In either case, the scoring records will then be amended to reflect the removals and all prizes and awards earned in the competition will be amended appropriately.
- 6.10 Notification of Lap Penalties** – Officials shall make every effort to notify the offending competitor of a lap or more penalty at the time it is determined. However, failure to notify the competitor during the race will in no way mitigate or change the penalty.
- 6.11 Authority to Pronounce Forfeiture** – A sentence of forfeiture may be pronounced by the Chief Steward, the Director of Competition or the Executive Committee.
- 6.12 Effect of Forfeiture** – A sentence of forfeiture shall render null and void results and/or rewards that were earned by an entry while in noncompliance with these Competition rules. Only those results and/or rewards specifically enumerated in the pronouncement of the penalty shall be considered forfeited. In all other respects, the entry (entrant, car and driver) shall be considered to have been official participants during the period of noncompliance, and shall be listed among the competitors after the effect of forfeiture has been applied.
- 6.13 Authority to Pronounce Disqualification** – A sentence of disqualification may be pronounced by the Chief Steward, the Director of Competition or the Executive Committee. If pronounced during competition, a disqualification penalty is not protestable.
- 6.14 Effect of Disqualification** – Disqualification shall entail the forfeiture of position, points and all money earned from the event in which the disqualification occurred, as well as forfeiture of entry

fees paid or payable. A sentence of disqualification shall entail the loss of any right to compete in the remainder of the current race meeting, or the remainder of the current event if applicable. Disqualification will not entail the forfeiture of awards earned in prior events during the race meeting.

- 6.15 Authority to Pronounce Exclusion** – A sentence of exclusion may be pronounced by the Chief Steward, the Director of Competition or the Executive Committee. When pronounced by the Chief Steward, the term of exclusion is limited to the remainder of the current race meeting and/or the next race meeting held.
- 6.16 Effect of Exclusion** – The person sentenced to exclusion shall be prohibited from any participation, either directly or indirectly, in all or the remaining part of a race meeting. Persons under sentence of exclusion will not be issued credentials of any kind and the privileges and uses of the course and the pit area will be denied. In all cases, exclusion shall entail the forfeiture of entry fees paid or payable, as well as the forfeiture of any awards earned during the sanctioned competition that shall accrue to the Midwest TQ Racing League.
- 6.17 Authority to Pronounce Suspension** – A sentence of suspension may be pronounced only by the Director of Competition or the Executive Committee. The period of suspension shall be limited to a maximum of one year.
- 6.18 Effect of Suspension** – A sentence of suspension so long as it remains in force shall entail the loss of any right to take part in any capacity whatsoever in any MTQRL sanctioned competition.
- A. Persons under sentence of suspension will not be issued credentials of any kind and the privileges and uses of the course and the pit area will be denied.
- 6.19 Surrender of License** – Every suspended person may be asked to surrender his license to the Director of Competition who will not return it until the term of the suspension has expired. Any delay in surrendering the license shall be added to the term of the suspension.
- 6.20 Loss of Points** – A driver or car entrant who is found guilty of violations of the rules may lose all points earned in the competition in which the violation occurred. Additionally, a driver or car entrant may lose all points therefore earned in that year, including points earned in the competition in which the violation occurred.
- 6.21 Loss of Award** – Any competitor who is excluded or suspended in any competition shall forfeit all right to award in that competition.
- 6.22 Amendment of Award** – In such cases as are required by these rules, the Stewards shall declare the resulting amendment in the posting and awards.
- 6.23 Publication of Penalty** – The Midwest TQ Racing League shall have the right to publish or cause to be published a notice stating that it has penalized any person or organization. The person or organization referred to in such notice shall have no right of action against the Midwest TQ Racing League or against any person publishing said notice.

- 6.24 Remission of Sentence** — The Executive Committee shall have the sole right to remit the unexpired term of a sentence of suspension pronounced under these rules.
- 6.25 Unsportsmanlike Conduct** – Any participant who, in the judgment of the Chief Steward or the Director of Competition, is guilty of unsportsmanlike conduct during a race meeting may be subject to any or all of the appropriate penalties in Rule 6.02. Without limiting the generality of the foregoing, unsportsmanlike conduct shall include reckless and overly aggressive driving endangering the safety of participants.
- 6.26 Improper Language or Conduct** – Any driver, car entrant, or attendant, or any other person who at any time or in any place shall use improper language to the Stewards, the Starter, the Technical Director or any other Official or any Officers or participants of the Midwest TQ Racing League, or be guilty of any improper conduct toward such persons, or persons serving under their orders, such improper language and conduct having reference to acts and things connected with the administration of the course and any competition thereon, may be subject to any or all of the appropriate penalties in Rule 6.02.
- 6.27 Assault or Battery** – If any competitor or other persons during or in respect to a race meeting shall commit an assault or battery, such person, so offending, shall at once be disqualified and/or excluded by the Chief Steward and reported to the Director of Competition for consideration of further penalties.
- 6.28 Alcoholic Beverages and Illegal Substances** — The use or presence of alcoholic beverages or illegal substances of any sort is strictly prohibited on the course or in the pit area during the conduct of a race meeting, and may result in disqualification, suspension and/or exclusion.
- 6.29 Appearance** – Cars, crews and all pit personnel, whose appearance detracts from the character of the program, may be excluded.
- 6.30 Conduct Detrimental to Racing** — Any participant who, in the judgment of the Director of Competition or the Executive Committee is guilty of conduct detrimental to racing and/or to the Midwest TQ Racing League, on or off the track, may be suspended and/or fined by the Director of Competition or the Executive Committee.

PART VII

PROTESTS

7.01 Right to Protest and Time Limits

- A. A protest as to the validity of an entry, or rejection of an entry lies only with the entrant and must be lodged at least twenty-four (24) hours before the start of the competition.
- B. Technical protests against another competitor or the Technical Director regarding particular specifications that are routinely inspected by the Technical Director are not permitted.
- C. A protest against the scorers, timekeepers or award of positions lies only with the entrant and must be lodged within fifteen (15) minutes after the official posting of results.
- D. A protest against any actions of another competitor during a race meeting lies only with the entrant and must be lodged within fifteen (15) minutes after the action complained of or the finish of the competition, whichever is later.
- E. A protest against any actions taken by race officials lies with a driver or mechanic only when such actions are taken against such driver or mechanic, as opposed to the entrant. Protests of actions taken by race officials must be lodged within fifteen (15) minutes after the action complained of or the finish of the competition, whichever is later.
- F. The following matters, and any others which may be designated as non-protestable in these rules, which involve the exercise of judgment by the Stewards, are not protestable and the decision of the Stewards is final and binding:
 - 1. The decision to call or not call or to end a yellow caution period;
 - 2. The matter of whether a penalty could or should be applied or imposed during or after the race;
 - 3. The decision as to whether a driver should be black-flagged and stopped in the pits for consultation;
 - 4. The decision as to whether a driver ignored a black flag;
 - 5. The decision of the Steward as to whether pit equipment rules were violated;
 - 6. The decision of the Stewards as to whether a driver flagrantly improved his position prior to crossing the starting line at the start of the race;
 - 7. The decision as to whether to red flag the race;
 - 8. The decision as to whether to declare a tie for a position;
 - 9. The decision as to whether a car is in a hazardous condition such that it will not be permitted to continue in competition;
 - 10. The decision to reposition a car for a starting or restarting violation;
 - 11. The decision to impose a detention or disqualification penalty during a competition.

G. Protests of actions taken by the Director of Competition, including suspensions, must be lodged within twenty-four (24) hours after formal notification of the action.

7.02 Submission of Protests – when the Chief Steward pronounces the penalty at a race meeting, related protests must be submitted to the Chief Steward. All other protests must be submitted to the Director of Competition.

7.03 Content of Protests – Protests shall be in writing accompanied by the prescribed protest fee (in cash) and shall clearly state the errors that are claimed. Each claimed error must be stated in specific rather than general terms and must be accompanied by a written statement of the facts and grounds upon which it is based.

7.04 Protest Fees

A. Engine Displacement – There will be a \$1,000 fee to protest the legality of another competitor's engine displacement.

1. Any properly licensed entrant or driver that is competing in the event may protest the legality of another competitor's engine displacement.
2. The protest must be filed within fifteen (15) minutes of the conclusion of the feature.
3. If the engine is found to be legal, the protesting party will forfeit the entire protest fee to the MTQRL.
 - a. The MTQRL will award \$500 to protested entrant, \$150 to the MTQRL designated inspector, and retain the remaining \$350.
4. If the engine is found to be illegal, the protesting party will be reimbursed the full \$1,000 protest fee.
5. Any competitors found to have an illegal engine will be assessed the following penalties:
 - a. Both the entrant and driver shall forfeit all monies earned for that event and all points earned for the season.
 - b. Both the entrant and driver shall be suspended from all MTQRL events for a period of 12 months (365 days) from the date they are issued the penalty.
 - c. Both the entrant and driver shall be assessed a fine of \$500 each. If the entrant and driver are the same person, the fine will be \$1,000.

7.05 Adjudication of Protests – When the Chief Steward pronounces the penalty at a race meeting, related protests shall be decided by the Chief Steward. The Director of Competition shall decide all other protests. The protestant and any entrant or other participant in interest shall be entitled to be heard and given an opportunity to call witnesses and shall be given adequate notice of the hearing. The hearing shall be informal and shall be confined to the errors claimed in the protest and evidence relevant to those errors.

7.06 Withholding of Award – An award gained by a competitor who has been protested against shall be withheld until the protest has been finally adjudicated in accordance with these rules.



- 7.07 Judgment** – All parties concerned shall be bound by the decision given, subject only to appeal as hereinafter provided.
- 7.08 Re-Run** – Neither the Chief Steward nor the Director of Competition shall have power to order a completed competition to be run again.
- 7.09 Default of Right to Protest** – Any contestant who voluntarily competes in any competition, which is not in accordance with the rules, as published thereby waives his right to protest against the non-enforcement of such conditions.
- A. Compliance with Procedure: Any protest, which fails to comply with the foregoing requirements, may be denied and disregarded. Any error not specifically raised in the protest shall be deemed to have been waived.

PART VIII

APPEALS

8.01 Initiation of an Appeal – Any License holder may submit a written Notice of Appeal, but any such action shall not be stayed because appeal is taken.

8.02 Content of the Appeal – The Notice of Appeal must contain reference to the specific action by the MTQRL from which an appeal is taken, the date of the occurrence, the reasons why the License holder is appealing, and specific reference to any Rules and/or procedures allegedly violated and the relief requested.

The Notice of Appeal must be accompanied by copies of all written documents pertaining to the appeal, such as protests, responses, rulings, announcements, etc.

The Notice of Appeal must clearly and explicitly state the appeals classification under which it is submitted and must be accompanied by the appeal fee required for that classification. The appeal fee shall be in addition to any monetary penalty previously assessed.

The original Notice of Appeal must be received via certified mail at the MTQRL mailing address, P. O. Box 385, Greensburg, Indiana 47240 within the time limit for the class of appeal.

8.03 Classification of Appeal – The Midwest TQ Racing League recognizes the following classes of appeals:

A. Conduct or Result of a Competition – Appeal from a decision of a Chief Steward's Protest Hearing

1. Appeal Fee – \$1,000 or 5% of any award claimed, whichever is larger
2. Include a copy of the original protest
3. Time Limit – by 5 p.m. EST of the third business day following the release of the cited decision

B. Discipline of a Participant – Appeal from a decision of the Director of Competition

1. Appeal Fee – \$1,000 or 10% of any associated monetary penalty, whichever is larger
2. Time Limit – by 5 p.m. EST of the fifth business day following the release of the cited decision

C. Action or Inaction of the Corporation – Appeal from circumstances not otherwise classified

1. Appeal Fee – \$1,000 or 25% of any monetary damages claimed, whichever is larger
2. Time Limit – by 5 p.m. EST of the tenth business day following the date of the action or alleged inaction

8.04 Adjudication of the Appeal – The Midwest TQ Racing League may dismiss appeals or portions thereof on the basis of procedural noncompliance. Any appeal or portion thereof not so dismissed

shall be submitted by the MTQRL to a Court of Appeals for adjudication. The submission to the Court of Appeals may specify the issues to be heard by the Court, including the issue of procedural compliance. The jurisdiction of the Court is limited to those matters and issues submitted to it by the recipient.

- 8.05 The Court of Appeals** – The Court of Appeals shall be selected by the Executive Committee. The President or his designate shall serve as Chief Judge. Two other judges may be selected to serve with him. The other judges may or may not be members of the Executive Committee, but shall not have actively participated in the circumstances cited in the Notice of Appeal, or have a personal interest in the outcome.
- 8.06 Hearing of the Appeal** – The Court of Appeals may cause an investigation to be made into the matters surrounding the appeal and shall convene a hearing within thirty (30) days of receipt of the appeal unless mutually extended. The appellant and any member in interest shall be given adequate notice of the hearing and shall be entitled to be heard and call witnesses.
- 8.07 Conduct of the Appeal Hearing** – The hearing will be conducted according to the following procedures:
- A. A Court of Appeals hearing is not open to the public and admittance to the hearing is at the sole discretion of the Chief Judge.
 - B. The Chief Judge shall enumerate the parties and other necessary participants in the proceedings. The executive race officials shall be regarded as a party to an appeal from a Chief Steward's Protest Hearing.
 - C. The Chief Judge shall exclude from the hearing room or from further participation in the proceedings any person who engages in improper conduct in relation to the hearing.
 - D. The Court of Appeals shall conduct the hearing in an informal manner.
 - E. The Court of Appeals shall not be limited to the technical common law rules of evidence required in judicial proceedings but shall be satisfied the evidence submitted is of a type on which it can rely.
 - F. All parties to the proceedings shall be allowed to present and cross-examine witnesses and to submit evidence, both oral and documentary.
 - G. The Judges of the Court of Appeals and the Counsel for the Court of Appeals may examine witnesses.
 - H. The Chief Judge shall exclude irrelevant, immaterial or unduly repetitious evidence.
 - I. The Court of Appeals shall consider only evidence introduced during the hearing and there shall be no transcript of the hearing unless the Court determines otherwise.
 - J. The Court of Appeals, in an appeal from a Chief Steward's Protest Hearing, shall not consider matters appealed but not assigned as protestable error in the original protest, nor shall it consider matters not assigned as protestable error in the original protest.
 - K. The Court of Appeals shall not consider matters outside the scope of the submission by the recipient of the Notice of Appeal, except for procedural rulings by the recipient.

8.08 Structure of the Appeal Hearing – The Chief Judge shall ensure that the following structure is observed:

- A. Opening Statements – The parties to the proceedings will be permitted to make opening statements, with the License holder making the appeal being the first to make an opening statement. In particular, each party should be asked to state the issue(s) before the Court of Appeals and a brief summary of the position of the party with respect to such issue(s).
- B. Order of Proof – The evidence shall be received by the Court of Appeals in the following order:
 - 1. The License holder making the appeal shall first submit and present evidence in support of the appeal, both oral and documentary.
 - 2. Upon the completion of direct examination, each witness shall be subject to cross-examination by the other parties, or by any judge of the Court of Appeals or Counsel for the Court of Appeals.
 - 3. Parties representing the MTQRL and other parties, if any, against whom the appeal is taken shall then be allowed to present evidence, both oral and documentary.
 - 4. Any witnesses thus presented shall likewise be subject to cross-examination by the appellant, by other parties, and by any member of the Court of Appeals or Counsel for the Court of Appeals.
- C. Closing Arguments – Upon completion of the evidentiary portion of the hearing, all parties, beginning with the appellant, will be provided with the opportunity to make closing arguments.

8.09 Powers of the Court of Appeals – The Court of Appeals shall have the following powers:

- A. To call, examine and cross-examine witnesses;
- B. To receive and rule upon relevant evidence;
- C. To regulate the course of the hearing and, if appropriate or necessary, to exclude persons or counsel for contemptuous conduct and to strike and disregard all testimony of witnesses refusing to answer proper questions;
- D. To dispose of procedural requests, motions or similar matters;
- E. To dismiss appeals or portions thereof;
- F. To require a party at any time to state its position concerning any issue in the appeal or its theory in support thereof;
- G. To pronounce a just remedy within the MTQRL Official Competition Rules for the penalty, result or circumstance at issue, but it shall not be empowered to order any completed competition to be rerun;
- H. To order the appellant against whom a final decision is rendered to pay all costs and expenses, including a reasonable attorney's fee, incurred by the MTQRL;
- I. To make such order as to the return or forfeiture of the appeal fee as it may think fit;
- J. To take any other action deemed appropriate for a just and expeditious conclusion of the hearing.

8.10 Limitations – The Court of Appeals may interpret the rules and regulations and apply them to the particular facts presented to it, but it shall have no authority or power to create, add to, subtract from or in any way modify any of the rules and regulations or any of the supplements thereto, nor shall it have the authority to change a mandatory penalty, to modify the terms of the penalties authorized in Part VI, or to create penalties not listed in Part VI.

8.11 Publication of Judgment – The Midwest TQ Racing League shall have the right to publish or cause to be published a judgment on appeal, and to state the names of all parties interested. The persons referred to in such publication shall have no right of action against the Midwest TQ Racing League or against any person publishing such notice.

8.12 MTQRL Appeal Procedure Final – Decisions of USAC executive race officials on interpretation of rules, scoring of positions and penalties shall be final unless such decisions and penalties are protestable under these rules and are protested and appealed within the time limitations and other procedures prescribed by these rules. Any unappealed protest decision by a MTQRL executive race official or any appeal decision by a MTQRL Court of Appeals on these or any other matters to come before it shall be final and binding. No court action of any kind may be taken.

Any participant in a MTQRL sanctioned race meeting waives any rights such participant may have to be a party or to take any action in court seeking legal or equitable relief against any decision or action of any kind by the MTQRL or any of its race officials. A participant's exclusive right to contest a decision or the rules or regulations of the MTQRL is within the protest and appeal procedure of the MTQRL, and any decision reached within this procedure is final.

8.13 Compliance With Procedures – Any appeal, which fails to comply with the foregoing requirements, may be dismissed and disregarded. Any error not specifically raised in the appeal shall be deemed to have been waived. Errors not specifically set forth in a Chief Steward's Protest Hearing may not be considered on appeal.

PART IX

CAR NUMBERS

- 9.01 Car Numbers** – All numbers must be approved by the Director of Timing and Scoring.
- 9.02 Number “1”** – The number “1” shall be reserved for the championship entrant from the previous competition year.
- 9.03 Location and Site** – Every car must carry its assigned number prominently displayed on the nose and each side of the tail. Car numbers should be a minimum of 10” or more in height on the tail and a minimum of 8” in height on the nose. All numbers should be clearly visible.
- A. No prismatic or metallic type numbers will be permitted.
 - B. Drivers, owners, or entrants of a car whose numbers do not comply with these rules and/or do not meet the approval of the Director of Timing and Scoring shall have no standing to protest the scoring of an event.
- 9.04 Reservation of Numbers** – Car numbers (other than “1”) will be assigned to entrants on a permanent basis providing a car registration has been received prior to February 28th of each year.
- A. To be eligible to retain a number an entrant must have entered and/or made an effort to compete in three or more of the scheduled races in the previous season.
 - B. The use of number “1” is not cause to relinquish the competitor’s permanent number.
 - C. The MTQRL may reassign numbers at the conclusion of the season. Any number released by a competitor must be reassigned by the MTQRL. Numbers may be reassigned if the number was not actually used the previous season. Other numbers will be assigned in the order that requests are received.
 - D. After a number is assigned to a particular car and entrant, it will remain with the entrant until the end of the racing season unless reassigned by the MTQRL.
 - E. Should two or more cars with the same number be entered in a competition, the Stewards will require one or more cars to be temporarily renumbered.

PART X

POINT SYSTEM

- 10.01 Midwest TQ Racing League Championship** – The MTQRL recognizes both an entrant and driver champion. To facilitate competition for these championships, the MTQRL calculates and publicizes rankings of all participating entrants and drivers following each race meeting.
- 10.02 Races Included in Championship Program** – All race meetings scheduled by the MTQRL will offer championship points unless specifically excluded by the MTQRL.
- 10.03 Entrant Points** – An entrant may transfer number and points to a different car once per season.
- A. A number may not be transferred during the middle of a race event.
- 10.04 Driver Points** – A driver may receive points in any car during the season.
- 10.05 Current Point Standings** – All competitors will start each racing season with no points. MTQRL will keep an accurate and timely record of accumulated points for all competitors.
- 10.06 Selection of Champions & Ties** – At the close of the racing season, the entrant and driver with the highest number of ranking points respectively shall be declared the Champions. In the case of a tie in accumulated points for the champion's position, the tie will be broken by a tally of first-place finishes. If still tied, a tally of second, third, etc. finishes will be utilized until the tie is broken. If a tie cannot be broken by the above tiebreakers, the champion will be the driver or entrant who amass their point total first.
- 10.07 Competition Point System** – The MTQRL shall publish its Point System before the start of each racing season.
- A. Show points will only be credited to entrants and drivers if the draw has been officially closed.
- B. If a race meeting cannot be completed, all entrants and drivers will be credited with points earned for all completed events. Heat race points will only be awarded if all heat races have been completed.
- C. If the feature lineup has been posted, or less than 50% of the feature has been completed, cars that qualified for the feature will receive 50 points.

PART XI

SAFETY EQUIPMENT

- 11.01 Compliance** – Any participant not complying in full with all safety requirements in this Rule Book will not be permitted to compete.
- 11.02 Helmets** – All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceeds the SA 2005 Snell Foundation or SFI Foundation 31.1 Specifications and are labeled as such. Helmets will be subject to inspection at each event by the Technical Director and/or medical representative.
- 11.03 Uniforms** – All drivers must wear a fire resistant head sock/helmet skirt, socks, shoes, gloves and a one-piece uniform fitted snugly around the neck, wrists and ankles. It is recommended that these items meet SFI Foundation Specifications 3.2A and 3.3.
- A. A two-piece uniform may be worn if it meets SFI Foundation Specifications 3.2A and the driver wears fire resistant underwear.
 - B. No nylon uniforms are allowed at any time.
- 11.04 Neck Collars** – All drivers must wear a neck collar and/or SFI approved head and neck restraint system.
- 11.05 Arm Restraints** – Arm restraints are mandatory and must be worn at all times during competition. They shall be adjusted so as to prevent the drivers' arms or hands from protruding outside any plane of the roll cage.
- 11.06 Roll Cage Padding** – All chassis protrusions, roll cage tubes and roll bars in close proximity to the driver's helmet must be padded with a securely attached high impact material conforming to SFI Specification 45.1. This includes any vertical anti-intrusion supports alongside the driver.
- 11.07 Seat Belts** – The use of an approved seat belt is mandatory. Both the fastening design and condition of the belt are subject to the inspection of the Technical Director.
- A. Life of the belts in use shall not exceed two (2) years and must be date stamped by the manufacturer.
 - B. All belts must have a label showing that they meet SFI specification 16.1 or 16.5.
 - C. Seat belts must be installed and used in accordance with manufacturer's instructions.
- 11.08 Fire Extinguishers** – It is mandatory that each entrant or crew chief of each car have in his pit an easily accessible fully charged 2.5-pound dry powder fire extinguisher or its equivalent.
- A. A gauge or current inspection tag shall be attached to each fire extinguisher.



- 11.09 Radios / Raceceivers** – One-way radio communication between MTQRL officials and drivers is mandatory (Frequency 454.000).
- A. The use of in-car radio transmitting devices is prohibited.

PART XII

CHASSIS REQUIREMENTS

- 12.01 Design and Construction** – All phases of design and construction are subject to approval of the Technical Director. The Chief Steward may exclude any car, design or construction which they deem unsafe or not meeting the specifications, the spirit and/or the intentions of the rules herein.
- 12.02 Chassis Specifications** – Designs are limited to four wheeled, open cockpit, open wheeled, single seat vehicles fabricated for racing purposes.
- 12.03 Driveline** – All cars must have an active driveline between the driver's legs, perpendicular to the axles. The driveline must consist of a continuous 1 to 1 ratio connection, between the crankshaft of the engine, and the lower quick-change gear in the rear end.
- 12.04 Wheelbase** – The wheelbase must be at least 58 inches and no more than 65 inches measured centerline of the front axle to the centerline of the rear axle.
- 12.05 Tread Width** – The tread width must be at least 38 inches and no more than 48 inches measured center of the tire to the center of the tire at centerline of the wheel.
- 12.06 Weight**
- A. Cars may be weighed prior to and/or following any event.
 - B. The top three (3) finishers in the feature must go to the scales after winner's circle activities. If a car is found to be light that car will be scored last and awarded last place points and money.
 - C. All cars must weigh a minimum of 800 pounds, including water, oil, fuel and the driver.
 - D. All ballast, excluding floor pans, must be securely bolted within the confines of the frame tubes and must be forward of the rear engine mounting plate and behind the front axle.
 - 1. No ballast in nerf bars, bumpers or front axles.
- 12.07 Wheels** – Minimum diameter 10 inches, maximum diameter 13 inches.
- 12.08 Aluminum Axles** – Axles constructed of aluminum must be a minimum of 1.5-inch solid aluminum axle. Aluminum must be of 7075T6 specification. Larger diameter axles, with or without gun drilled holes, must provide equal or greater strength than the minimum. This is subject to MTQRL technical inspection.
- 12.09 Steering**
- A. Approved quick release steering wheels are mandatory

- B. The steering gear and all steering linkage must be of good workmanship and must pass inspection of the Technical Director.
- C. No brazing will be permitted on any drag link, pitman arm, or steering gear.

12.10 Roll Cage

- A. All cars must have a roll cage that is integral with the frame that allows the driver to exit through the top of the cockpit opening.
 - 1. Cars constructed after May 1, 2012 must have roll cages that do not encroach upon an imaginary cylinder, 20 inches in diameter, extending through the top cockpit opening directly above the seat.
- B. The roll cage must be adequately braced fore and aft, and side to side, to secure it in an upright position in case of rollover.
- C. The roll cage should extend 3 inches above the driver's helmet when seated in the driving position.
- D. Roll Cage Construction
 - 1. Cages are to be constructed of material not less than 1.25 inches O.D. chromoly steel tubing with a minimum wall thickness of 0.095.
 - 2. Tubing in the roll cage cannot be spliced to increase or decrease wall thickness.
 - 3. Cars constructed before December 31, 1987 must have roll cages constructed of material not less than 1.25 inches O.D. chromoly steel tubing with a minimum wall thickness of 0.083 or 1 inch O.D. chromoly steel tubing with a minimum wall thickness of 0.125.

12.11 Nerfing Bars

- A. All cars must be equipped with rear wheel nerf bars, which shall be constructed of appropriate material and extend from each side of the car to the centerline of the tire tread, not to exceed the outer edge of the rear tires.

12.12 Bumpers

- A. Front and rear bumpers shall be constructed and designed to as to eliminate the danger of hooking other cars in case of contact.
- B. No part of the rear bumper shall extend below the lowest horizontal tube unless it is of the basket design.
- C. The rear bumper shall be designed and constructed of a material so as to allow the use of a push truck.
- D. Front and rear bumpers shall be no wider than they attach to the frame.

12.13 Seating System

- A. The seat must be securely fastened in such a manner that the seat will not come in contact with the driveline, brakes, or the ground.

- B. The seating system should provide a lateral support on both the left and right sides. It is recommended that the seat provide left and right lateral support for both the shoulders and head.
- C. The seat must be constructed of aluminum and mounted to the chassis in a minimum of four (4) positions with a minimum 5/16" steel bolt and nut. Each mounting hole in the seat must have a steel (minimum 0.060 thickness) or aluminum (minimum 0.125 thickness) doubler with a minimum 2-inch diameter.
- D. It is absolutely necessary to provide a kick-up (roll-up) forward to the buttocks of sufficient height and strength to prevent forward movement and/or rotation of the torso under the seat belt.

12.14 Aerodynamic Devices

- A. No airfoil, wing, spoiler or other air deflection device designed to create downforce will be permitted.
- B. Wedge hoods are allowed with a maximum of 2-inch high sideboards.

12.15 Body Panels – The body must give the appearance of completely covering the car and frame and must be fully painted.

- A. Cockpit Panels
 - 1. Right side cockpit side panels are allowed with a maximum height of 28 inches from the lowest point of the seat.
 - 2. Cockpit side panels are prohibited on the left side.
- B. Visors
 - 1. Visors must be securely fastened. They may not obstruct the view of the driver from the cockpit.
- C. Sail Panels
 - 1. Sail panels between the rear cage upright and brace are allowed. Sail panels may not extend past the structural rear downtube. Sail panels may not be flared outward.
- D. The Chief Steward or Technical Director may have any panel or part removed which in their opinion is not within the spirit or intent of this rule.

12.16 Firewall – An effective metal firewall must be installed between the engine compartment and the cockpit. It must be as leak proof as possible.

12.17 Belly Pans

- A. All cars must have a floorboard or belly pan under the cockpit area. The belly pan must extend from the front of the engine to behind the leading edge of the seat.
- B. Belly pans or floorboards must be bolted to the chassis in the cockpit area and should be mounted above the frame mounting tabs.

- C. The belly pan may not extend rearward past the leading edge of the rear axle and must be flat from side to side without any aerodynamic aids. Horizontal panels may not extend below the plane of the under pan or fuel tank.
- D. The engine cannot protrude down through a hole in the belly pan.

12.18 Breather Tanks

- A. The oil breathing system must be so designed as to prevent oil from coming in contact with the track surface.
- B. Operable breather catch tanks are recommended.

12.19 Ignition Switch

- A. All cars must have an operative ignition kill switch located within easy reach of the driver.
- B. It must be located on the steering wheel or dash and identified with a brightly colored circle and labeled "ON" and "OFF."
- C. This switch must have a positive "on" and "off" position.

12.20 Fuel System

- A. All cars must be equipped with a fuel shut off valve between the fuel tank and the fuel induction system and must be within easy reach of the driver while under power.
- B. Fuel tanks must be constructed and supported to insure against breakage and must be within the body contour of the car, or must be an approved tail tank. Fuel cell bladders are highly recommended.
- C. If an electric fuel pump is used, the control switch must be mounted on the dash and marked "FUEL PUMP" with "ON" and "OFF" clearly marked next to switch at the bottom of fuel tank.
- D. The fuel vent must be a check valve or a vent hose that extends past the bottom of the fuel tank.
- E. Methanol fuel only. No fuel enhancements are allowed.

12.21 Clutch

- A. All cars must have a driver actuated metal-to-metal disengaging device between the engine and the drive wheels.
- B. No torque converters or torque multiplying devices are permitted.
- C. Clutches are permitted.

12.22 Exhaust

- A. The exhaust pipe must extend outside the body of the car. It is not to be directed in the air stream of the driver.
- B. Mufflers may be required if track conditions warrant.

12.23 Brakes

- A. All cars must have a braking system capable of locking and sliding the rear wheels on pavement.
- B. If at any time during competition it becomes evident that a car is without brakes, the necessary repairs must be made before the car can continue in competition.

12.24 Suspension

- A. All four wheels must have functioning suspension components with dampening devices.
- B. No rigid mounted axles are allowed.

12.25 Cooling and Overflow

- A. Radiators and oil coolers must be contained within the frame rails, forward of the firewall.
- B. Coolant overflow tanks are mandatory.

12.26 Batteries

- A. Wet batteries may be used, provided they are a leak proof type (motorcycle), and are securely mounted to the chassis.

12.27 Safety Hubs

- A. Safety hubs (floater type) are required on both sides of the rear axle if it is less than 1.5 inches in diameter.

12.28 Spindles

- A. Front spindles must use a minimum of 5/8 inch king pin.
- B. The use of stock Crosley spindles are prohibited.
- C. Magnaflux is recommended.

12.29 Fasteners

- A. Any bolt or nut used in steering or suspension systems must be commercial grade #5 or better. The use of grade #9 is recommended.

12.30 Throttle Linkage

- A. Positive mechanical type, or approved enclosed cable type throttle linkage is mandatory.
- B. A minimum of two return springs, one of which must be capable of closing the throttle in the event of a linkage failure, must be connected to the throttle.
- C. Throttle pedal toe straps are mandatory.

12.31 Compliance and Specifications – Any car not conforming to these rules and regulations will not be allowed to compete without permission from the Technical Director.

PART XIII

ENGINE TYPES AND SPECIFICATIONS

13.01 Engine Size Limits

- A. Type 1 – Dual Overhead Cam 2-valve (840cc, 51.25 cubic inches)
Inclined valves, over 10 degrees, individual intake and exhaust ports, canted valves Hemi type combustion chamber (flow thru head).
- B. Type 2 – Single Overhead Cam 2-valve (840cc, 51.25 cubic inches)
Inclined valves over 10 degrees, individual intake and exhaust ports, canted valves Hemi type combustion chamber (flow thru head).
- C. Type 3 – Multi Valve Engines (700cc, 42.707 cubic inches)
Any engine with more than one intake valve or one exhaust valve per cylinder.
- D. Normally aspirated engines only. No blowers, rotary engines, turbine engines, or turbos are allowed.

13.02 Engines Illegal in Stock Form – Any engine which is illegal in stock form must be proven legal before it is allowed to compete.

13.03 Engine Displacement – If the engine displacement cannot be checked by equipment currently possessed by the MTQRL, it shall be the responsibility of the party introducing the engine to provide a device to verify displacement. This device must be approved by the MTQRL. In the event that no device is available to verify displacement, the engine must be disassembled to measure the bore and stroke.

- A. Any properly licensed entrant or driver that is competing in the event may protest the legality of another competitor's engine displacement as per Rule 7.04 A.

13.04 Compliance and Specifications – The MTQRL reserves the right to disallow any engine for competition, which in its judgment does not meet the spirit and intent of competitive racing, in regards to cost and/or performance. Any engines not covered by the preceding specifications must be submitted for approval prior to entering a competition.