Medicine Hat Auto Racing Association

ELITE STREET STOCKS
2026 Race Season

ATTEMPTS TO "BEND" THESE RULES OR FIND AND TAKE ADVANTAGE OF "LOOPHOLES" WILL NOT BE TOLERATED. IF YOUR CAR IS NOT INSIDE THESE RULES, <u>YOUR CAR WILL NOT RACE.</u>

MHARA Board of Directors reserves the right to amend any rule at any time as it pertains to Safety, Environmental and/or Property Issues. 14 years and older will be allowed with signed waivers from guardians, they must use a hans or equivalent neck restraint. Must have previous racing or driving experience.

1. **SAFETY EQUIPMENT:** Rules apply always when car is on track. Snell-rated SA2015 or newer helmet required. Roll bar padding required in driver compartment. Fire retardant padding. SFI-approved full fire suit required. Fire retardant gloves, shoes and head and neck restraint required. Right and left seat head supports required. Recommended: Fire retardant head sock and underwear, collapsible steering shaft. Driver-side window net required, minimum 16 inch by 20-inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Minimum three inch (two inch with head restraint system) wide SFI-approved five-point safety belt assembly required, must be mounted securely to main roll cage. Safety belts monitored by tech and replaced when they show wear and tear and become unsafe. Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.

2. **FRAME:** Any American OEM full body rear wheel drive passenger car, 1964 or newer, full frame or unibody. Minimum 107.5-inch wheelbase (measured from center of rear axle to center of front lower ball joint), maximum one-inch difference from side to side. Rear of frame behind rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with two inch by three-inch steel tubing with 0.095-inch wall thickness. Factory seam must remain visible. Unibody must tie rear frame to front frame. Frame may be "X" braced. No part of frame or body can be lower than 4 inches from the ground except front cross member, oil pan, sway bar, exhaust, lower rear control arms and shock mounts may be 3-inch minimum from ground level. Up to 1981 Camaros and Firebirds allowed, no part of frame or body lower than 5 inches from the ground measured at the sub frame except front crossmember, oil pan, sway bar, exhaust and shock mounts.

3. **ROLL CAGE:** Main cage must consist of continuous hoops, minimum 1.75-inch O.D. tubing, with a minimum wall thickness of 0.095 inch, low carbon or mild steel recommended. Four-post roll cage required, front down bars and rear hoop must be welded to OEM frame. Driver's head must not protrude outside cage with helmet on. Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1.25 inch O.D. with 0.083-inch wall thickness. Front down bars must be tied together, passenger side front down bars must be maximum 11 inches in from top of door. Must be minimum 40 inches between outside edge of front and rear down bars at top of door panel. Maximum 76 inches from back of engine block to top front edge of rear hoop. Top halo must be minimum

40 inches across, and 29.5 inches' front to rear, outside to outside. Rear hoop may be maximum 12 inches in from bottom of opera window. Minimum one cross bar in top halo. May have maximum two horizontal bars, (in addition to bar tying front frame horns together) for radiator protection; must be behind bumper, within confines of body, no wider than stock frame horns. Required rear kickers (down bars) and engine hoop must be minimum 1.25 inch OD tubing, with 0.083-inch wall thickness. Fuel cell protection required, must be mounted frame rail to frame rail, no higher than fuel cell, inside trunk area with maximum 1.75 inch OD tubing. All bars must be inside body. Foot protection bar required.

4. **DOOR BARS:** All door bars and uprights must be minimum 1.75-inch O.D. with 0.095-inch wall thickness. Minimum three door bars, both sides, parallel to ground, and perpendicular to driver. Minimum four uprights tied from frame to top door bar on driver side, and minimum three uprights on passenger side. Steel door plates, 18 gauge or 0.049-inch minimum thickness, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to frame and from rear down post to five inches in front of seat. Must be visible for inspection.
5. **BODY:** Option (1) is an unaltered OEM body centered over wheel wells (front to rear and side to side). Body and engine do not have to match. Option (2) is an aftermarket car & truck bodies approved (May use "PERFORMANCE FIBERGLAS PRODUCTS" GM, Ford, Dodge or Toyota extended cab pickup flange fit fiberglass truck bodies or GM, Ford, or Dodge flange fit fiberglass car bodies. Another legal option will be A.R. BODIES – Street Stock Body limited to the 2014 – Camaro, Mustang or Dodge with a flat hood only (no scooped hoods) on the 1978 – 1987 GM, 107.5-inch wheel base frames) providing Driver Compartment rules are satisfied. May use 1988-to present GM front wheel drive, two door body, on 1978-1987 GM 108-inch wheelbase full frame. Sunroofs and T-tops must be enclosed. OEM or aftermarket plastic nose and tailpiece allowed (recommended to match body). All body panels may be gutted, including fenders, doors, hood, roof, quarters and trunk, but must remain original size. Overlapping of body panels permitted. OEM or aluminum aftermarket replacement hood allowed. Hood must have factory feature lines, be separate from fenders, in OEM location, with rear sealed off from driver compartment with metal. All inner wheel wells may be removed. OEM or aluminum aftermarket replacement trunk lid allowed. Rear edge of trunk lid may be trimmed and rear tail light support removed only if aftermarket tailpiece is used. Trunk floor must be removed over rear end housing; entire trunk floor may be removed. All windows must remain open, except opera windows may be covered with clear lexan, no decals. All roof pillars must remain OEM, exception is: 'B' pillar may be trimmed to minimum two-inch width and must remain within OEM location. Maximum seven-inch metal sun visor may be added to top of windshield opening. Wheel openings may be trimmed for tire clearance. No hood scoops or reflective body panels. Rocker skirt/flare allowed between tires only, cannot extend outside tires, minimum 4-inch ground clearance. Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides, top and back of car, and front, if possible. Spoilers will be allowed – maximum 6" (six inches) in height. Non glass windshield allowed.
6. **DRIVER COMPARTMENT:** Minimum of three windshield bars in front of driver. Aluminum high-back seat only, must be bolted in using minimum 0.375 inch bolts. Seat must remain inside all confines of roll cage. Maximum 70 inches from the back of the engine block to the front side of seat, measured at the shoulder harnesses. Driver must be sealed off from track, driveline, engine and fuel cell. Kick and rocker panels may be removed. Front OEM firewall may be replaced using steel fabricated firewall, 18 gauge or minimum 0.049-inch thickness. Top of firewall can be no further back than 12 inches from the back of

engine block, measured horizontally. Bottom of firewall can be no further back than rear of oval body mount frame hole. Dash must not extend more than 24 inches back from top of firewall. Dash must be flat, rear can be no higher than front, except for cowl in front of driver. OEM floor pan may be replaced using steel fabricated floor pan, 18 gauge or minimum 0.049-inch thickness, securely welded to frame. Floor pan may be replaced from front firewall to rear halo supports. Must remain flat/OEM appearing from frame rail to frame rail, can be no higher or lower than frame rail. Exception is maximum eight-inch-tall driveshaft tunnel and right-side floor pan from driveshaft tunnel to frame rail may be raised up 2" above frame rail for exhaust clearance. Tunnel must remain like OEM tunnel in size. No cockpits, interior must remain open. Inner panel on outside of passenger door bars allowed, cannot connect to top of door. Rear firewall may be aluminum or steel and may be located no further forward than rear halo supports and no higher than bottom of rear opera windows. All holes in firewalls must be covered with metal. No driver-adjustable devices allowed while car is in competition except brake adjuster. One driver's side passing mirror allowed. No bigger than 5" in diameter and must stay within the wheel base of the car. Rear view mirror allowed.

7. **FRONT SUSPENSION:** All components and mounts must be steel, unaltered OEM, in OEM location and match frame. Rubber, nylon or steel lower A-frame bushings only - no offset or bearing type. Unaltered OEM sway bar may be used but does not have to be OEM mounted. Exceptions are: weight jacks allowed - must be in original centerline of spring tower; OEM upper A-frame mount may be moved or replaced with aftermarket steel non-adjustable mount matching upper A-frame bolt on design; OEM or OEM replacement ball joints allowed. For 1978-1987 GM mid-sized metric frame, OEM upper A-frame may be replaced using aftermarket upper A-frame. Shock location may be moved and may go through center of aftermarket upper A-frame, but frame cannot be altered in any way. Single hole shock mounts only. Tie rod adjusting sleeve may be replaced with swedge tube. No suspension stops of any kind allowed.
8. **STEERING:** No rack and pinion. All components must be steel, unaltered OEM, in OEM location and match frame. Exceptions are: bolt on spindle savers allowed, OEM steering column may be replaced with steel knuckles and steel steering shafts (collapsible recommended). Quick release required - steering quickener and steering wheel may be aluminum.
9. **SHOCKS:** One steel nonadjustable unaltered shock per wheel. All shocks must completely collapse at any time. No external or internal bumpers or stops. No coil over, air, or remote reservoir shocks. No Schrader or bladder type valve allowed. No coil over eliminators. One shock may be claimed per event for $70 each, following shock claim procedures (rules 24) below.
10. **SPRINGS:** One steel spring per wheel only. Minimum 4.5 inches O.D., maximum 16-inch free height, non-progressive coil spring only. No spring rubbers allowed.

11. **REAR SUSPENSION:** All components and mounts must be steel, unaltered OEM or OEM replacement, in OEM location, and match frame. No independent rear suspension. OEM rubber or nylon control arm bushings only, no offset or bearing type. Welded single-hole shock mounts only. Exceptions are: coil springs may be moved –front to back, but center line of axle tube can be no further forward than the front of spring, or no further back than rear of spring, but spring must remain vertical left to right; shocks may be moved but must remain behind housing; rear end lower control arm mounts maximum 7.5 inches long, may have

maximum five holes for adjustment. Lower spring perch must be welded to axle tube. Upper control arm mounts on rear end must be level with each other. No suspension stops of any kind allowed.

12. **REAR END:** Any steel approved OEM passenger car or truck non-cambered rear end (housing and carrier) allowed. Safety hubs (floater) allowed. No sway/Panhard bars. All components must be steel, exceptions are: lowering blocks, axle and U-joint caps, and drive flange may be aluminum. No adjustable lowering blocks. One-inch inspection hole in housing required. Full steel spool, steel mini spool or welded rear end only. Steel axles only. No quick-change devices. One-piece drive flange only. No torque-dividing differentials. No scalloped ring gears.
13. **BUMPERS/RUB RAILS:** Maximum one-inch-wide by two-inch-tall steel or Lexan rub rails allowed - bolted flush to body. Front and rear tow hooks mandatory. All front bumpers must be mounted minimum six inches from front frame horns. Steel bumper mounts only. No sharp edges allowed on bumpers, rub rails or bolts. One of two bumper options must be used and must be OEM height: OEM: Bumpers not covered by plastic nose or tailpiece must be complete, unaltered OEM, capped to fender with steel, welded or bolted. No bars past outside edge of body other than rub rails. Aftermarket: Fabricated tubular bumpers allowed, but must be covered by plastic nose or tailpiece and bent to fit with rounded ends. Front bumper bar must be minimum 1.5 inch O.D. (maximum two inch) with 0.083-inch (maximum 0.125 inch) wall thickness. Rear bumper must be minimum 1.75 inch O.D. with 0.120-inch wall thickness.
14. **TIRES/WHEELS:** Must use unaltered American Racer 2656015 and lefts are SH for short tire.Hoosier part #10295 and 10300 may also be used. A maximum of 12 Tires for all regular race days, tires will be scanned and may be scanned at any time.

    a. If you have damaged a tire during an on-track incident and it's deemed not safe to race on, the tech official may allow you another tire. It is the driver's responsibility to ensure the new tire is Scanned by tech official.

    b. Tires may be ground or siped within confines of tread (not past factory strait line). No chemical softening, conditioning or grooving of tires allowed. All wheels must be 15"x 8" maximum. Spacers (composite, aluminum or steel allowed) used in conjunction with rim backspace must maintain a maximum of 76-inch track width front and rear. No bleeder valves allowed. Must use 5/8" wheel studs with steel lug nuts only. The tires that you qualify on must be raced on for the entire night. If a tire is damaged beyond safe use driver must get tech approval to replace it.
15. **BRAKES:** Steel, unaltered OEM, or unaltered OEM replacement, operative four-wheel, drum or disc allowed. Front components must match frame and maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. OEM diameter caliper pistons only. Bolt pattern may be changed. Larger studs allowed. Vented solid surface rotors only, no scalloped or ceramic coated rotors. Rear rotors may be aftermarket 0.810 inch thick (new). No floating brakes. No brake shut-off or pressure sensitive devices. One front to rear proportioning device allowed. Brake lines must be visible. Aftermarket pedal assembly allowed. Coleman 2 piece front hubs and rotors allowed.
16. **EXHAUST:** Round tube headers only. All primary header tubes must enter directly into one collector at same point at end of header. Collector length maximum nine inches. Turn down (maximum 10 inches) allowed. Must remain dual exhaust, no crossover or "Y" pipes. No exhaust through body panels or fenders. The FLO-PRO Twister muffler, part number 414881

is allowed (4 inches diameter by 18 inches long, with a 3½ inch O.D. inlet and outlet) at tracks where a 98 db rule exists. All exhaust must go through mufflers, two per car, and one per header. Pan-evac system allowed. No exhaust sensors, merge collectors, extensions, inserts, cones or balance tubes.

17. **FUEL SYSTEM:** Racing fuel cell required, maximum 22 gallon (12 gallon recommended), must be in minimum 20-gauge steel container. Bottom of fuel cell must be securely fastened in trunk above bottom of rear frame rails, behind rear tires, no further forward than factory seam where rear frame rail can be replaced, with minimum two solid steel straps around entire cell, two inches wide and 0.125 inch thick. No fuel cells allowed over rear end housing. Metal firewall must be between driver and fuel cell. All cell mounts must be steel, securely welded to frame/cage. Adjustable fuel cell mounts allowed. Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. Fuel lines through driver compartment must run through metal pipe or metal conduit. Fuel filter cannot be in driver's compartment. No cool cans. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner housings, cold air boxes or air cleaner duct work. Mechanical OEM type push rod fuel pumps only. CARBURETOR (see engine options): Unlimited cubic inch engines must use unaltered 350 c.f.m. Holley - part no. 0-80787-1-with no modifications, or part no. 0-7448 which may be modified to meet the specs of part no. 0-80787-1. Holley carburetor components only. Any unlimited cubic inch motor caught with non-350 carb will result in a complete loss of driver points for the day. Air bleeds cannot be removed, .076-inch maximum diameter. Limited cubic inch engine must use unaltered 500 c.f.m. Holley - part no. 0-4412, may be modified to Holley HP Dorton part no. 0-80583-1 specs only. All float bowls must face forward. Carburetor adapter/spacer allowed, maximum 1.20 inches thick, including gaskets. Carburetor may be exchanged (same cfm for same cfm), following same procedure as engine claim. Driver claiming carburetor may not claim engine or shocks on same night.
18. **FUEL:** Gasoline only. Racing fuel allowed. No E85. No performance enhancing or scented additives. Fuel must pass both dielectric meter and chemical tests.
19. **WEIGHT:** Minimum weight limit of 3100 lbs. with 55% left side weight and 47% rear weight after the main event with zero tolerance. Driver must be belted in seat with all gear on as vehicle was raced in the main event when being scaled after main. Weights must be securely mounted to frame or roll cage using two .5-inch bolts. Weights must also be painted white with the vehicle number on each weight. No gun-drilled, tubular or hallow bolts or studs. Steel fasteners only.
20. **BATTERY/STARTER:** One 12-volt battery only, must be securely mounted between frame rails, and positive terminal must be covered. Battery must be in Marine type case if mounted in driver compartment. Starter must bolt in OEM location. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided, or go to rear of that race.
21. **GAUGES/ELECTRONICS:** No unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver radio by officials), timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. One 12 volt, non-adjustable, ignition box allowed. Only change allowed to ignition box is one high-end rev-limiter or an internal setting inside box. All 500 cfm carburetor engines MUST use max 7,400 rpm rev limiter chip. This may be accomplished using an ignition box with one high-end rev-limiter setting or an internal setting inside box. Crane #6000-6474 preset ignition box, MSD #8728

rev-control or MSD #8738 additional rev control box allowed. No electronic advance curve ignitions allowed. No additional ignition accessories allowed. All components must be out of reach of driver, but accessible for inspection with rev limiter facing upward. No magnetos or crank triggers. OEM type alternator with internal regulator allowed. No electronic traction control devices.

22. **TRANSMISSION/DRIVE SHAFT:** Must have at least two forward gears and one reverse, plus neutral position. With motor running and car in still position, must be able to engage car in gear and move forward, then backward. Only OEM production type transmissions allowed - two speed, three speed, four speed and automatic. No five speed (or more) transmissions, "in and out" boxes, or quick-change devices allowed. Functioning shift levers must be in OEM location. Flywheel/flex plate must be bolted directly to end of crankshaft, and pressure plate must be bolted directly to flywheel/flex plate. One flywheel/flex plate only, and all driveline components within bellhousing must rotate consistent with engine RPM while car is in any gear. Unaltered flex plate must be full OEM, or OEM replacement.

    Manual: Must be OEM or OEM replacement case and have a working 7.25-inch minimum diameter, steel and/or aluminum, single or multi-disc clutch inside explosion-proof steel bellhousing - minimum 270 degrees around top of clutch/flywheel area.

    Automatic: Must remain in OEM or OEM replacement case, with a functioning OEM appearing pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof aluminum bellhousing. Original OEM bellhousing must have approved scatter shield constructed of minimum 0.125 inch by three-inch steel, 270 degrees around flex plate. Manual bump starts allowed.

    Drive Shaft: Minimum two-inch diameter steel drive shaft, must be painted white. Steel slip-yokes only. 360-degree drive shaft loop required and must be constructed of at least 0.25 inch by two-inch steel, or one-inch tubing, mounted six inches back from front U-joint.

23. **ENGINE COMPARTMENT:** Engine must be OEM appearing, must be able to be used in conventional passenger car without alteration. For 1978-1987 GM frame and engine combination, center of GM fuel pump must be located minimum 1.75 inches in front of cross member. From back of block to front of cross member (measured at frame) - 22.625 inches (Ford), 21.75 inches (Chrysler). Ford metric frames must have back of fuel pump in front of cross member. GM frame and cross member may not be altered for GM engine placement. Engine mount holes cannot be removed or altered on block. Aftermarket engine mounts allowed, including mid-plate. Radiator must be mounted in front of engine. Cooling system may be modified. Minimum 11-inch engine height measured from the ground to the center of crankshaft. Overflow tubes must go to a minimum 1-liter catch can.

    a. **ENGINE OPTIONS AND SPECIFICATIONS:** All cars must clearly display on both front roof posts which carburetor/engine option they are competing with, 350 or 500. Must be contrasting in color from body, minimum 2-inches tall and display 350 or 500. Markers not acceptable. Any American make engine allowed. Steel heads, block and oil pan only. OEM passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W blocks. Castings and fittings cannot be changed, no machine work on outside of engine. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). Steel or aluminum water pumps allowed. No electric water pumps allowed. 'Wet' sump oiling system only. Accumulator allowed – cannot be located between seat and door bars. INTAKE: Unaltered, approved OEM cast iron low rise,

two- or four-barrel. Only aftermarket aluminum intakes allowed are: Weiand GM #7547, #7547-1; Ford #7515, #8023 or
#7516; Chrysler #7545, #8022; Edelbrock GM #2701, #2716; Ford #7121, #7181, #7183; Chrysler #2915. No porting, polishing or milling allowed on any intake. Exception is OEM cast iron plenum webbing may be removed, maximum one inch down. Cooling lines allowed on aluminum intakes. Any unapproved intake alterations will result in a complete loss of points for the day. 350 cfm CARBURETOR ENGINE: No cubic inch or compression limit. Flat tappet cam/lifters and stud-mounted rocker arms only. No shaft, offset or pedestal rocker arms. No titanium engine components. No stud girdles. No mushroom lifters, lifter diameter and configuration must match OEM passenger block. Full roller rocker arms allowed.

b. **500 cfm CARBURETOR ENGINE:** Maximum 361 cubic inches (GM); 363 (Ford); 370(Chrysler). GM approved block numbers are: 10105123, 10066034 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287, 14016376, 14016379, 10054727, 14088528, 14088548, 14088552, 14093638, 14101148. Stroke must match block. No 400 or larger cubic inch parts allowed. Violation of cubic inch limit must be verified by removal of head and will result in disqualification, loss of all day points. Maximum compression ratio is 10.5 to 1, no tolerance. Flat top or dished pistons only, no gas ported pistons. OEM or OEM appearing replacement steel crankshaft only - cannot be lightened. No arrowing, bullnose, knife edge, undercut or drilling of second or third rod throws. OEM or OEM appearing replacement steel rods only – GM 5.7-inch, 6 inch or GM Vortec rod part number 10108688 allowed. Cap screw allowed. No splayed main caps. Conventional flat tappet cam and lifters only, cannot alter lifter bores. Mandatory one-inch inspection hole in all pans no obstructions to crank and rods. CYLINDER HEADS: Steel only. Must be unaltered approved OEM and original minimum 76 cc combustion chamber (GM). Only GM OEM approved head numbers are: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126. Maximum size valves on these heads are 2.02-inch intake and 1.60-inch exhaust. May use Stock Replacement (SR) cylinder heads: Engine Quest (EQ) GM part number CH350I, (EQ) Chrysler part number CH318B, World Products Ford part number 53030 – 1.250 inch (± .015 tolerance) maximum O.D. valve springs. All SR heads must remain as produced, seat angles and valve sizes cannot be changed: three angle valve job only (absolutely no casting removal in valve pocket of EQ or World Products head, for any reason). No porting, polishing or unapproved alterations allowed to ANY cylinder head, disqualification and loss of all points for the day if illegal. (Exception is flat milling allowed). Guide plates, screw-in shouldered studs (0.375-inch max) and polylocks allowed. No stud girdles. Full roller rocker arms allowed. GM - 1.250 inch (± .015 tolerance) maximum O.D. valve springs, no beehive valve springs allowed. Unaltered OEM type harmonic balancer only.

c. **Crate Engine:** Must use unaltered sealed GM #88958602 or #19258602 crate engine. Upon inspection, any different, altered or missing GM seal bolts will result in a loss of points for the day. GM seal bolt exception is IMCA approved and issued Cable-Loc repair system, and oil pan may be replaced by GM certified repair center with Champ pan #CP57LTRB and Champ pick-up #1012SB, or Kevko pan

#1090NRHW/ISP and Kevko pick-up#1003-3/4. Any engine with altered or unapproved parts will result in a loss of points for the day. Any driver using crate engine cannot claim engine or have engine claimed. In the same season, no driver is allowed to claim an engine after competing with a crate (if a driver switches to a crate after claiming an engine the crate engine is then claimable). All vehicles using the 602-crate engine must clearly display 500 crate on both front roof pillars. The GM crate engine can use unaltered 500 CFM Holley carburetor p/n 0-4412. GM 602 crate engines must use MSD #8728 rev-control with 6200 chip in it.

24. ENGINE or SHOCK CLAIMING:

a. (a) Top four finishers must report directly to tech area after stopping on the front stretch for trophy presentation and are subject to claim by any other driver, (who meets following and 24 (c) criteria below) finishing fifth on back in feature and on the same lap as the fourth-place car.
b. Failure to drive directly to claim area will result in disqualification and loss of all days' points. Exception: If car is involved in accident or rendered unable to drive directly to tech / claim area it will be towed to tech / claim area.
c. Driver making claim must; Be a registered Elite Street Stock and paid member of the MHARA, drive immediately after feature, under own power directly to tech / clam area, make claim with tech official and have appropriate amount of cash (see 24 (d) below) on their person. In case of multiple claims on same engine / shock the driver with the best finishing position in that main event will be allowed to claim. Should any driver voluntarily withdraw a legal cash claim, they will be fined $100 and loss of all day points. Driver allowed only one claim per event, regardless of claim outcome.
d. Engine claim is $750 cash or $100 and motor exchange on same CFM carburetor, flywheel and balancing plates in addition $25 goes to wrecker and $25 to official for each engine. The claimed driver has the option to accept cash or cash and engine swap.
e. Shock claim as per rule 9 above, no exchange prevision for shocks.
f. MHARA reserves right to revoke claim or claiming privileges if and when deemed necessary.

25. Transponder Location

The transponder must be at least 160" from the nose of the car to the transponder. Further back is ok, but it can't be any closer or you will receive a penalty that will range from a loss of one position to last place points in the main depending on circumstances.